MF 8600 Series Tractors

Product Information Guide

MASSEY FERGUSON®

AGCO ACADEMY

TABLE OF CONTENTS
MASSEY FERGUSON® 8600 SERIES

INTRODUCTION 100

General 110

FEATURES AND BENEFITS 200

Engine 210

Transmission 220

Frames and Axles 230

3-Point hitch / PTO / Drawbar 240

Hydraulics 250

Electrical 260

Display 270

Operator Environment 280

Serviceability 290

Tires and Ballasting 295

SPECIFICATIONS 300

INDEX 400

FEATURES AND BENEFITS
MASSEY FERGUSON® 8600 SERIES

GENERAL

Welcome to the Massey Ferguson® 8600 Series tractors - the tractors that the farmers themselves would have built. In a way they did build this tractor, the design of it involved farmers every step of the way. They were asked to evaluate the design, to test drive the prototypes, to determine which features worked best, and what would work even better.

Then, bigger, quieter cabs, more advanced engine management systems, and breakthrough transmission technologies were added. The tractors were improved again and again, until a combination of power, comfort, technology, and pure performance was delivered that no other tractor can match.

ENGINE

The Massey Ferguson 8600 Series tractor uses the most powerful, efficient, and advanced engine system on the market today. Inside these high horsepower machines are 8.4-liter (8.4L) turbo-charged AGCO Sisu Power™ engines. AGCO Sisu Power, an AGCO owned company, has been the trusted choice in Massey Ferguson tractors since 1996.

The 8600 Series tractor is on the cutting edge of emission reduction technology. Massey Ferguson and AGCO Sisu Power have integrated selective catalytic reduction (SCR) into this new and powerful line of agricultural tractors. The Citius engine complies with Tier III emission regulations without sacrificing fuel economy.

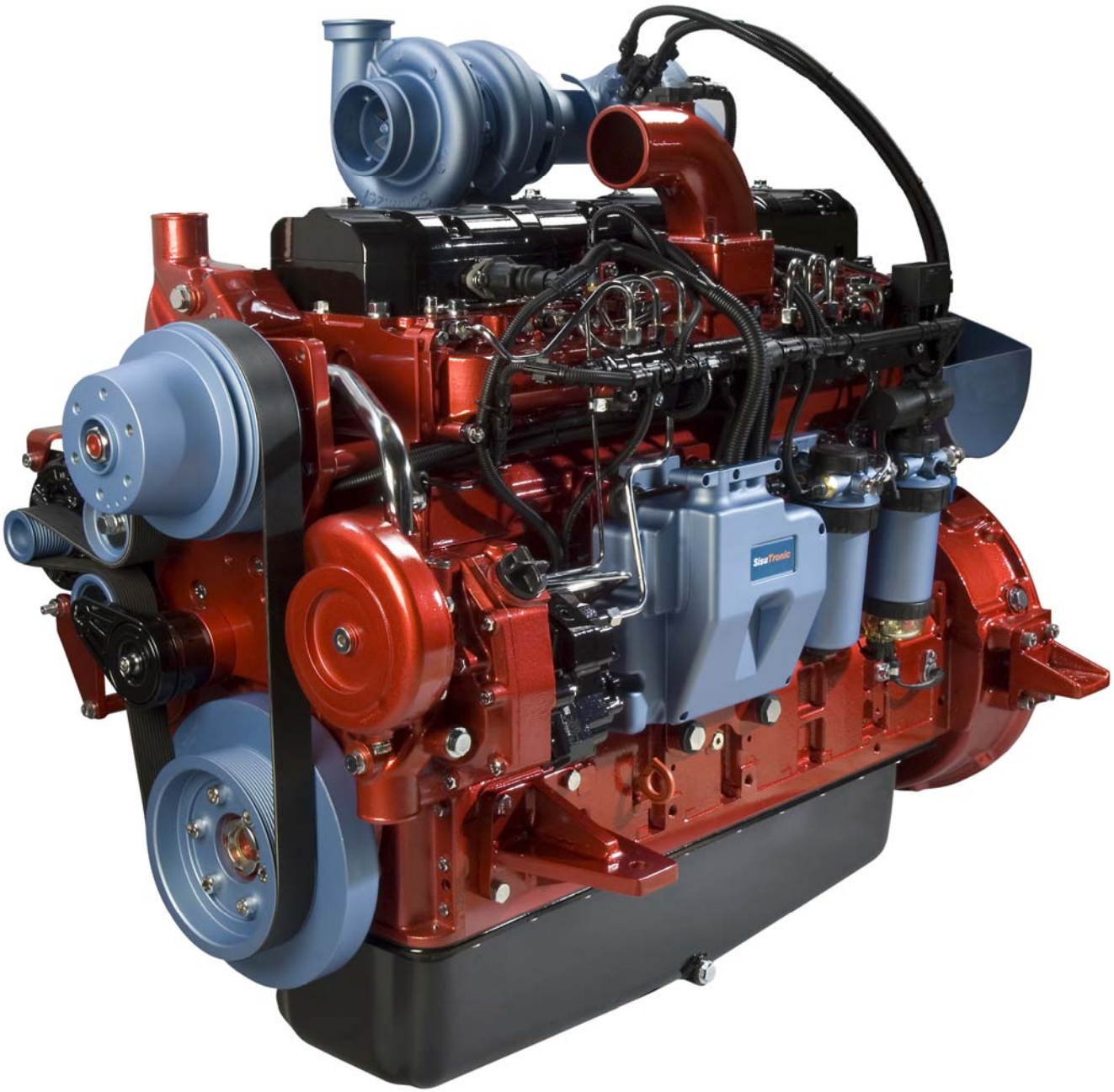
Along with the introduction of SCR, the 8600 Series features another efficiency maximizing tool, Dynamic Tractor Management (DTM). DTM ensures that the engine operates at the most efficient rpm level to maximize productivity and minimize fuel consumption.

To meet tier III emissions standards, the Citius 8.4L AGCO Sisu Power features a high pressure common rail (HPCR) fuel injection system and 4-valve cylinder heads. Electronic Engine Management 3 (EEM3), a proprietary system devoloped for AGCO Sisu Power engines, ensures accurate and precise timing of fuel flow to the injectors.

Model	PTO HP	Engine	ISO Engine HP	Aspiration	Injection
8650	205 HP	8.4L CTA AGCO Sisu Power™	235 HP	Turbocharged and Intercooled	Electronic Bosch
8660	225 HP	8.4L CTA AGCO Sisu Power™	260 HP	Turbocharged and Intercooled	Electronic Bosch
8670	250 HP	8.4L CTA AGCO Sisu Power™	285 HP	Turbocharged and Intercooled	Electronic Bosch
8680	275 HP	8.4L CTA AGCO Sisu Power™	310 HP	Turbocharged and Intercooled	Electronic Bosch

FEATURES AND BENEFITS
MASSEY FERGUSON® 8600 SERIES

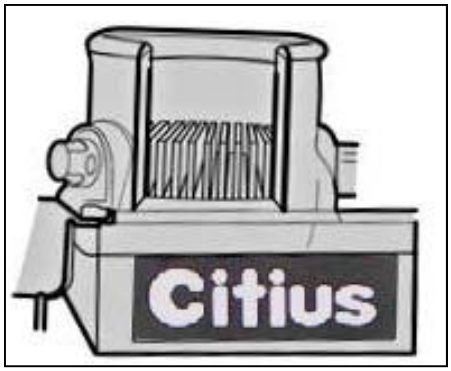
AGCO Sisu Power™ 84 CTA 8.4L



Cold Air Intake System

A major feature of the 8600 Series tractor is the air intake system. To increase forward visibility and decrease the turning radius, some components of the intake system were relocated. The intake location is actually a benefit to the system. Not only is the intake higher off the ground to decrease dust infiltration, but the system has access to cooler air in front of the radiator, and other coolers, which is necessary to meet the new tier III emission standards. Finally, access to the engine air filter is easier due to its higher location.

Intake Heater



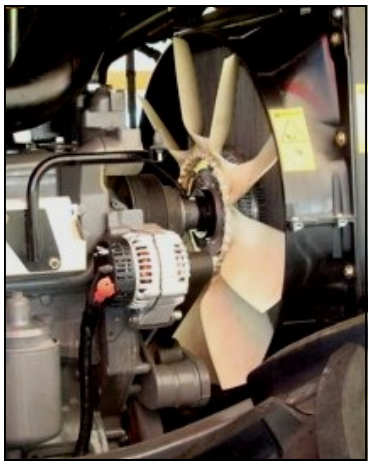
Cold starts are assisted with an air intake grid heater. The cold air is heated as it passes by the electronically powered grid. The grid heating system is more effective than a glow plug system.

Cooling System

The cooling system on the 8600 Series incorporates a radiator that has been pre-serviced with antifreeze to –30°F. The cooling system also contains two separate oil coolers. One cooler is specifically for transmission oil, while the other cools the auxiliary hydraulic oil. The air to air intercooler is placed in front of the hydraulic cooler, and the air conditioning condenser is located in front of the radiator.

Cooling Fan

The viscous fan drive houses an internal clutch that responds to engine temperature. As the engine temperature increases, the clutch engages and makes the fan spin faster. This increases total airflow through the radiator and provides increased cooling capacity.



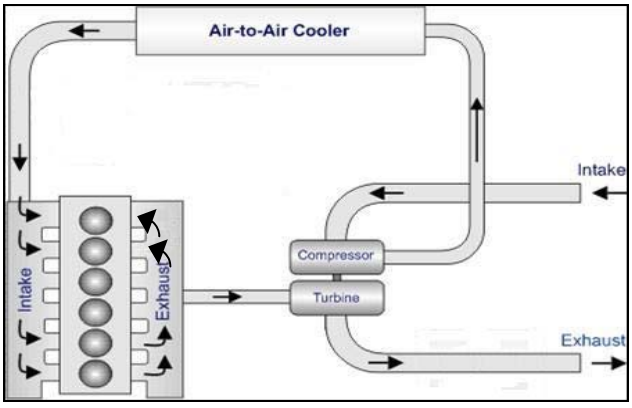
Electronic Engine Management

All 8600 Series tractors feature EEM3. The third generation of AGCO Sisu Power controls feature Bosch components with AGCO Sisu Power and Bosch software. Developed as a proprietary system, it is the most advanced fuel injection system to date. The main components of the system are the fuel pump, common rail, injectors, and the ECU. With EEM3, these engines meet the stringent requirements of Tier III emission standards while improving performance and fuel consumption.

Exhaust

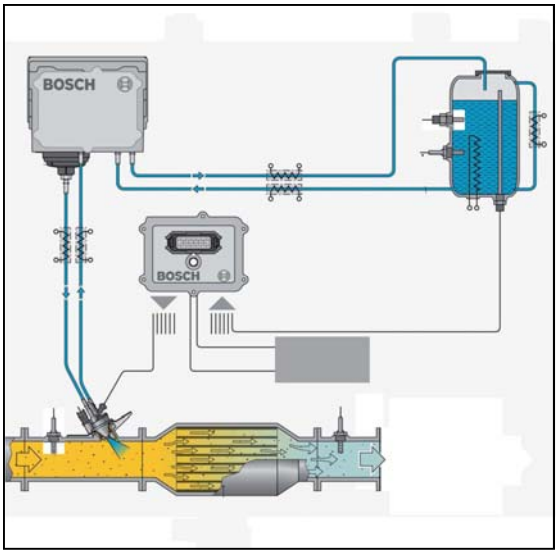
The location of the exhaust on the 8600 Series has been redesigned. The location helps reduce interior cab noise, vibration, and visibility obstructions inside the cab.

iEGR



The alternative to SCR technology in the 8600 Series engines is internal exhaust gas recirculation (iEGR). With iEGR, a portion of the exhaust gases remains in the cylinder and intermixes with the cleaner incoming air. The intermixing dilutes the air mix with inert gas and lowers the amount of excess oxygen. This process lowers the heat from the combustion inside the cylinder, which reduces nitrous oxide (NOx) particulates in the exhaust. NOx must be regulated to meet tier III emissions requirements.

Selective Catalytic Reduction



AGCO Sisu Power and Massey Ferguson are pioneering the latest in emissions reduction technology for agricultural tractors. With SCR technology, exhaust gases are treated with DEF and sent through an SCR cat, which converts the harmful NOx gases into a harmless nitrogen and water mixture. With SCR technology, the engine is not constrained by NOx and results in ideal combustion and engine performance.

Diesel Exhaust Fluid

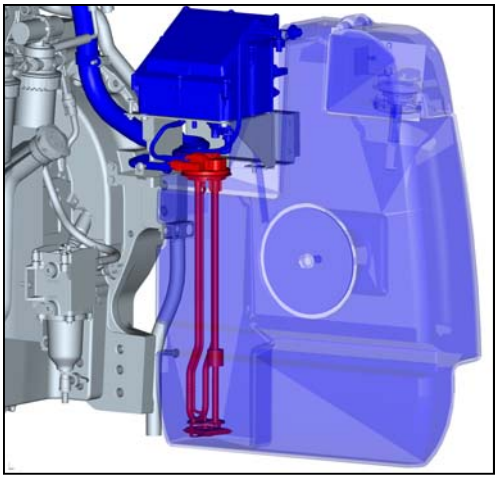
Diesel exhaust fluid (DEF), which is a mixture of 68 percent water and 32 percent urea, is the key ingredient in SCR technology. DEF has a designated tank mounted on the tractor and has a consumption rate of 3 percent that of diesel fuel. This liquid mixture is injected into the exhaust gases through a dosing module. When the combination of exhaust gases and DEF are passed through the SCR cat, a chemical reaction is triggered, and exhaust gases are converted to a nonhazardous nitrogen and water mix.

DEF Tank

The 8 gallon (30-liter) DEF tank is conveniently located next to the diesel fuel tank. A bright blue cap differentiates the DEF tank from its neighboring tank. Different sized inlet holes will also avoid confusion to ensure diesel fuel is not pumped into the DEF tank.

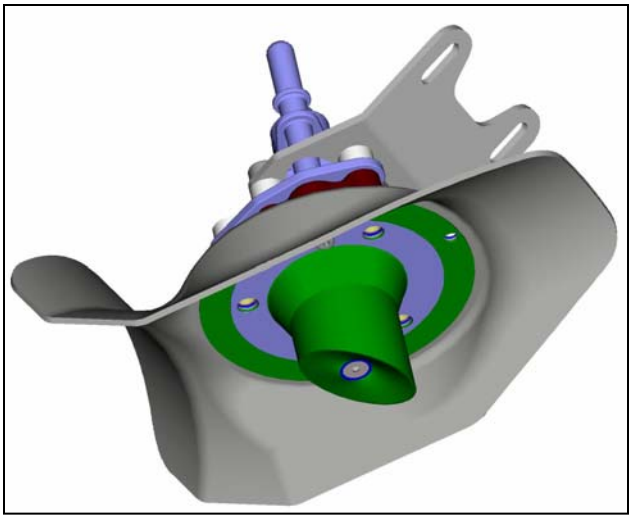
Tank Heater

DEF is composed of 68 percent water and is subject to crystallization at very cold temperatures. Once a sensor determines the urea and water mixture has dropped below a certain temperature, a heating system is activated. The tank heating system works along side the same system that is used to heat the cab as well as electric engine block heater.



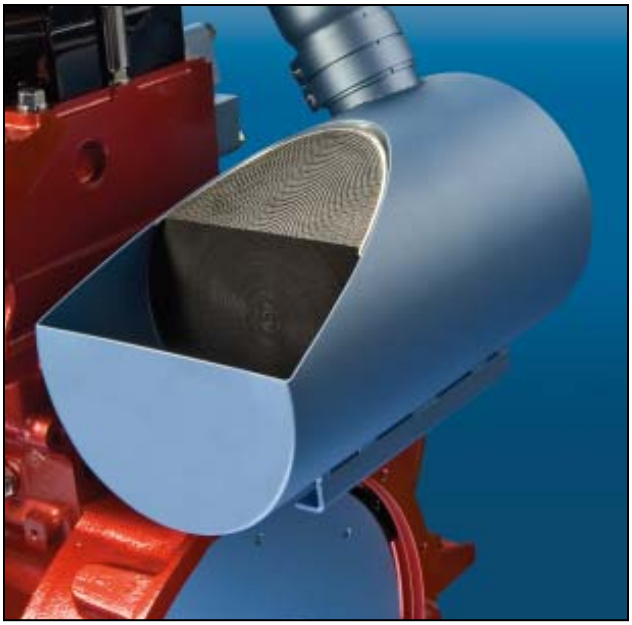
Dosing Module

The dosing module, or DEF injector, is an integrated electronic supply module system. The system is an open center system where the DEF constantly circulates throughout the pressure and return lines. The DEF is only injected into the exhaust gas when the engine temperature exceeds 392°F (200°C).



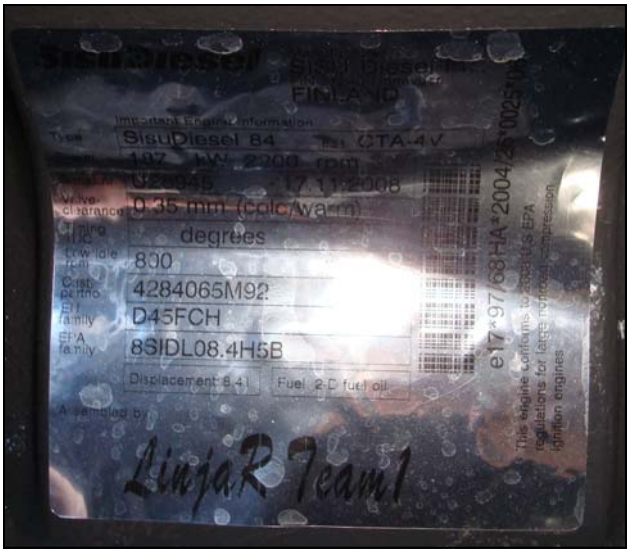
Catalytic Converter

Exhaust gases, after being dosed with DEF, are sent through the SCR cat, which acts as a catalyst. Inside this SCR cat, a chemical reaction occurs where the NOx and other harmful particulates are converted into nitrogen and water. The nitrogen and water are the only particles remaining to be emitted from the exhaust pipe.



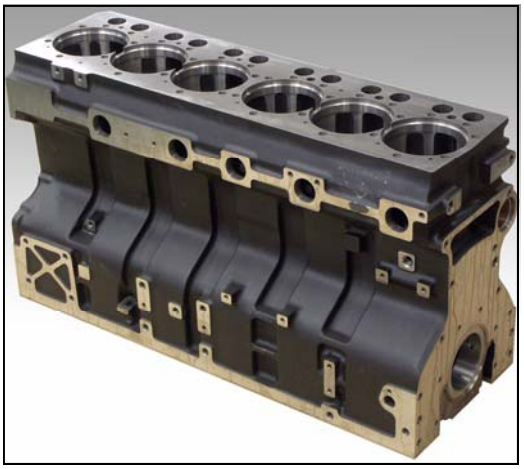
Engine Information Plate

The engine information plate is attached to the right (warm) side of the engine near the starter. It contains information about the engine such as model, serial number, dyno horsepower, and the person or team by whom it was assembled. All AGCO Sisu Power engines proudly display this feature. These plates ensure that the utmost care and quality went in to the assembly of the engine.



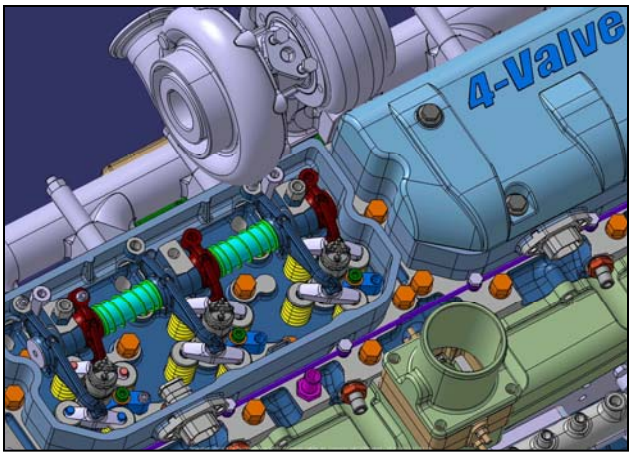
Single-piece Cast Iron Block

The robust design of the block adds considerable strength to the engine, allowing it to act as a major load bearing portion of the tractor. This reduces the need for an oversized side frame. The result is a tractor with a shorter turning radius.



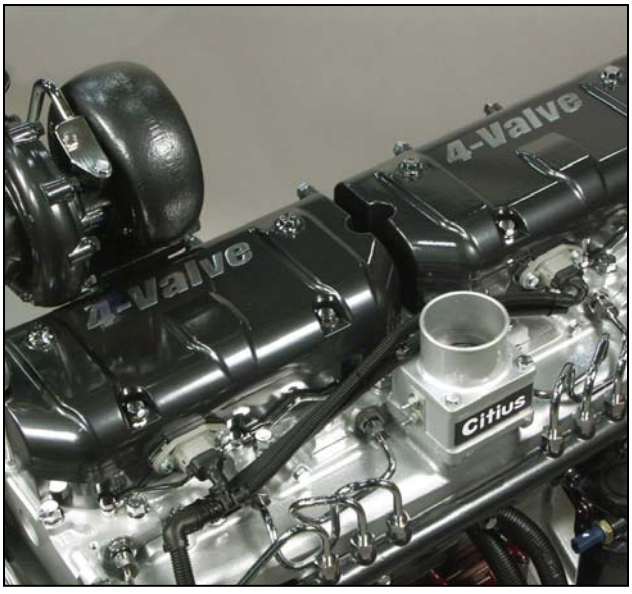
Two Heads, 4-Valves per Cylinder

Tier III engines feature two cast heads, each with 4-valves per cylinder. The new 4-valve design improves gas exchange approximately 25 percent over the previous one-piece design. The increased gas flow also reduces the "pumping" requirement, freeing mechanical power. This design also provides an optimal location for injector placement in the center of the head vertically above the cylinder. Results are lower emissions and improved fuel burn, creating more power and less emissions.



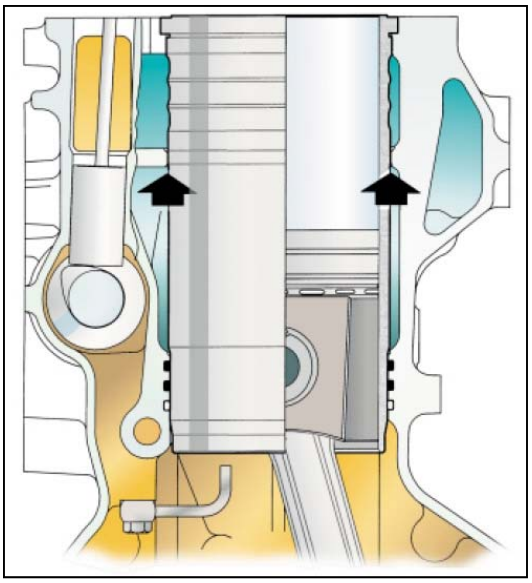
Cast Aluminum Valve Covers

A cast aluminum valve cover protects the valve train from the outside environment. An o-ring seal keeps harmful dust out and precious oil in the engine. This design has a long history of reliability and durability.



Wet Cylinder Liners with Mid Supports

AGCO Sisu Power engines feature wet cylinder liners that are centrally supported and replaceable. By efficiently cooling the top end of each cylinder liner, engine heat is reduced, allowing greater power. Meanwhile, the central support reduces vibration by 75 percent. This reduces wear on the cylinders and cylinder liners, reducing blow-by, oil consumption, and engine noise by 5 db. Tier III 8.4L engines feature twin mid-liner supports, further decreasing engine noise and coolant cavitation.

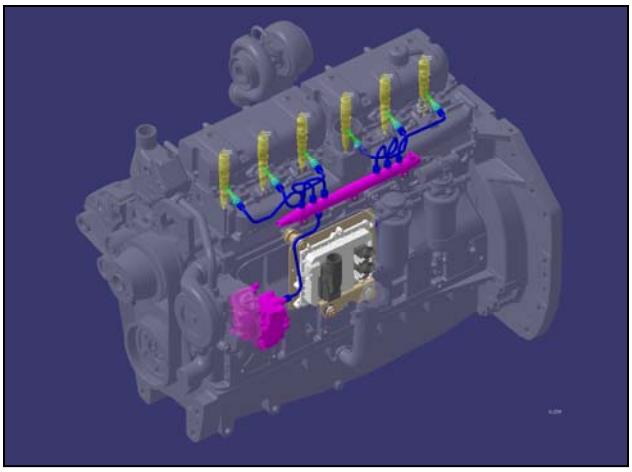


Fractured Piston Rods

The larger end of the connecting rod is fracture-split, making the rough-edged larger end stronger and more durable. The connecting rod can thus be made 17 percent lighter, which reduces vibration and increases the durability of engine. The rods are then connected by special torx bolts. Reduced rotating mass allows for faster engine rpm rise.

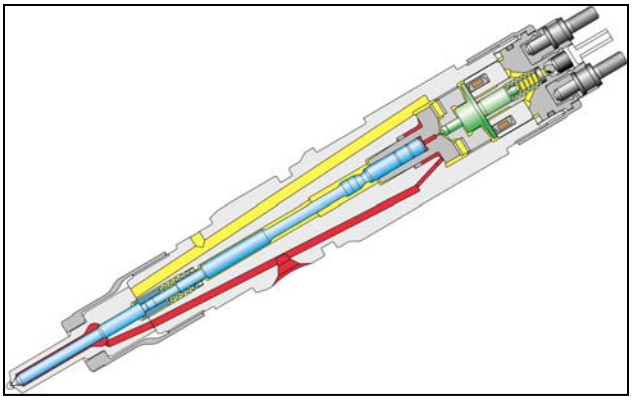
Common Rail (CR) Injection System

Developed by Bosch for use in only AGCO Sisu Power engines, fuel is pumped up to high pressure, a maximum of more than 22,000 PSI, in the rail. It is then released by the injectors into the cylinder as required for engine speed/power. This configuration offers more advanced timing of fuel flow. The EEM3 controls the opening, duration, and closing of the injectors for an even quicker response to changing tractor conditions.



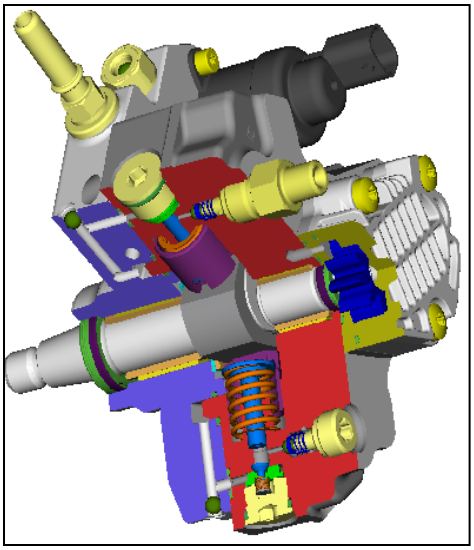
Bosch CRIN2 Electronic Fuel Injector

Tier III engines use the new, eight hole, Bosch solenoid controlled injectors. Each injector is capable of up to five different stages where previous versions only had one. Reduced noise levels are also a result of this improved precision.



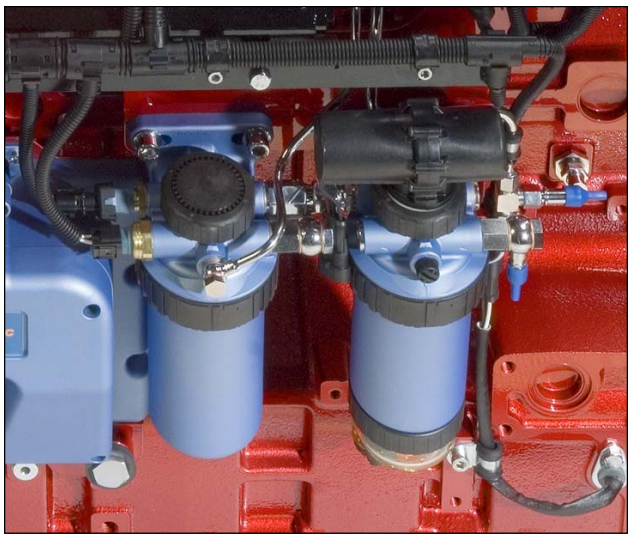
Bosch Rotary Fuel Pump

The fuel pump used in common rail engines is a fuel lubricated, radial piston pump. The pump responds quickly and precisely to throttle movements together with EEM3. Injection pressure capacity is very high. The pump provides the correct amount of fuel needed for the high-horsepower requirements.



Stanadyne Fuel Filters and Feed Pump

Two fuel filters are located on the “cool” side of the engine. The pre-filter filters up to 30 microns, and the main filter up to 5 microns. Fuel is pumped through the filters at a rate of up to 40/60 gallons/hour (depending on engine model), which is more than adequate to feed the fuel pump. This design is updated from the previous tier II engines. Using two filters increases the tractor’s ability to remove harmful debris from fuel before entering the engine, and allows for longer filter life, resulting in reduced maintenance costs.



Electronic Engine Serial Number

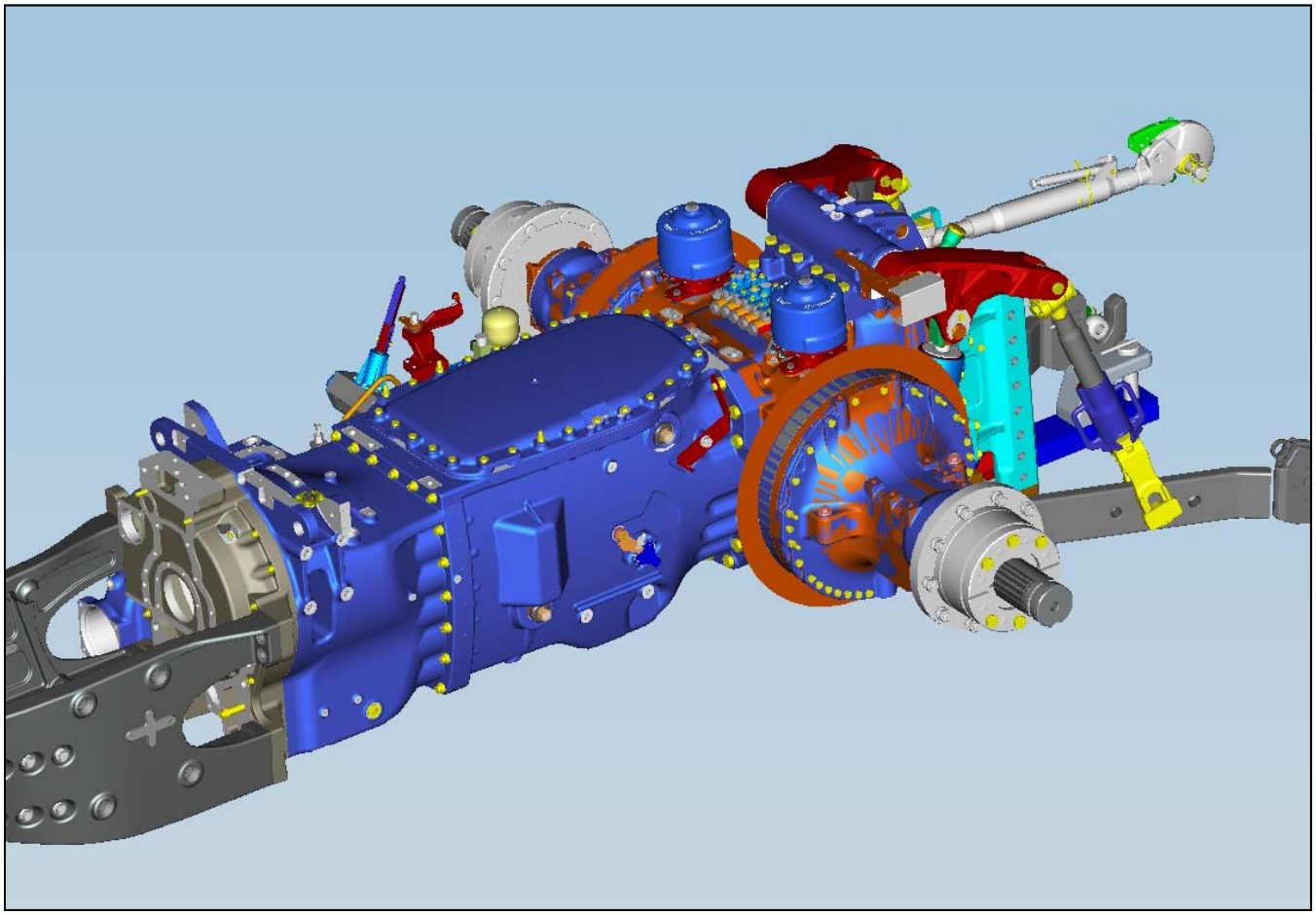
The electronic engine serial number stores the engine information (serial number, etc.). It also stores engine history for review by technicians. It stores things such as load profile, hours, errors, service history, and injector wear counter. This works with the tractor's systems to notify the operator of errors or assists the technician with needed repairs, reducing service time and increasing time in the field**.**

TRANSMISSION

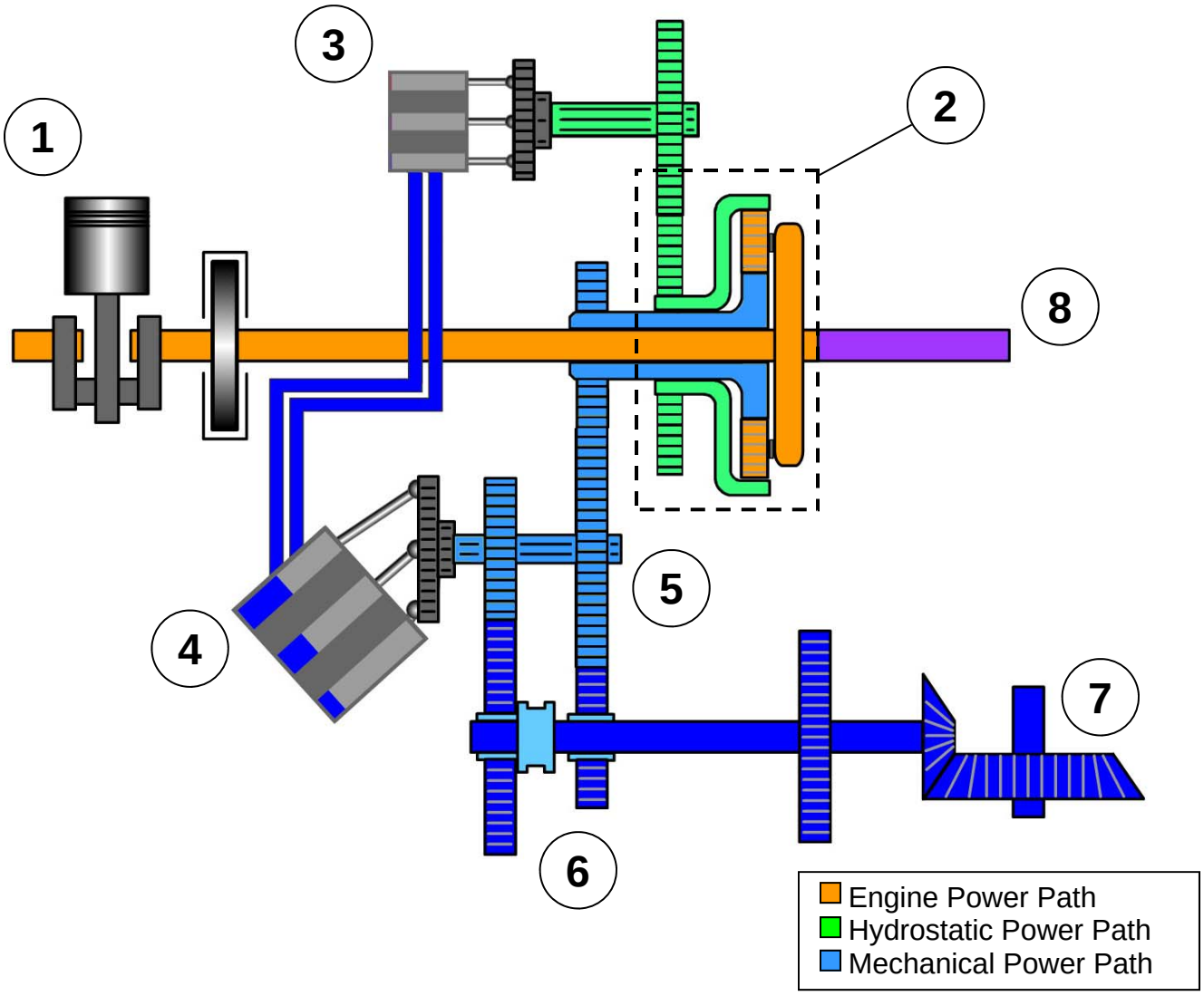
All Massey Ferguson 8600 model tractors feature the proven Dyna-VT® continuously variable transmission (CVT). Developed by German engineers, the CVT transmission is a revolutionary design for power transfer. The Dyna-VT is standard with a powered front axle configuration, and it is available with either 25 mph or 31 mph capability. However, front axle suspension is required for the high speed option.

First introduced in the European market in 1996, the CVT proved to be a reliable and efficient transmission through a wide range of tractor sizes and horsepowers. Two distinct systems within the transmission provide new levels of performance, productivity, and efficiency. A hydrostatic path allows the tractor to achieve infinite speeds, from zero to maximum mph, while a mechanical path maintains a constant, mechanical connection between the engine and rear wheels for efficient power transfer. This design is not only exceptionally efficient, but it has also proven to be incredibly durable and long-lasting

Operators quickly realize that the Dyna-VT is one of the simplest transmissions to use. Additionally, the two speed ranges, two cruise speeds, and forward reverse presets help operators become more productive throughout their day.

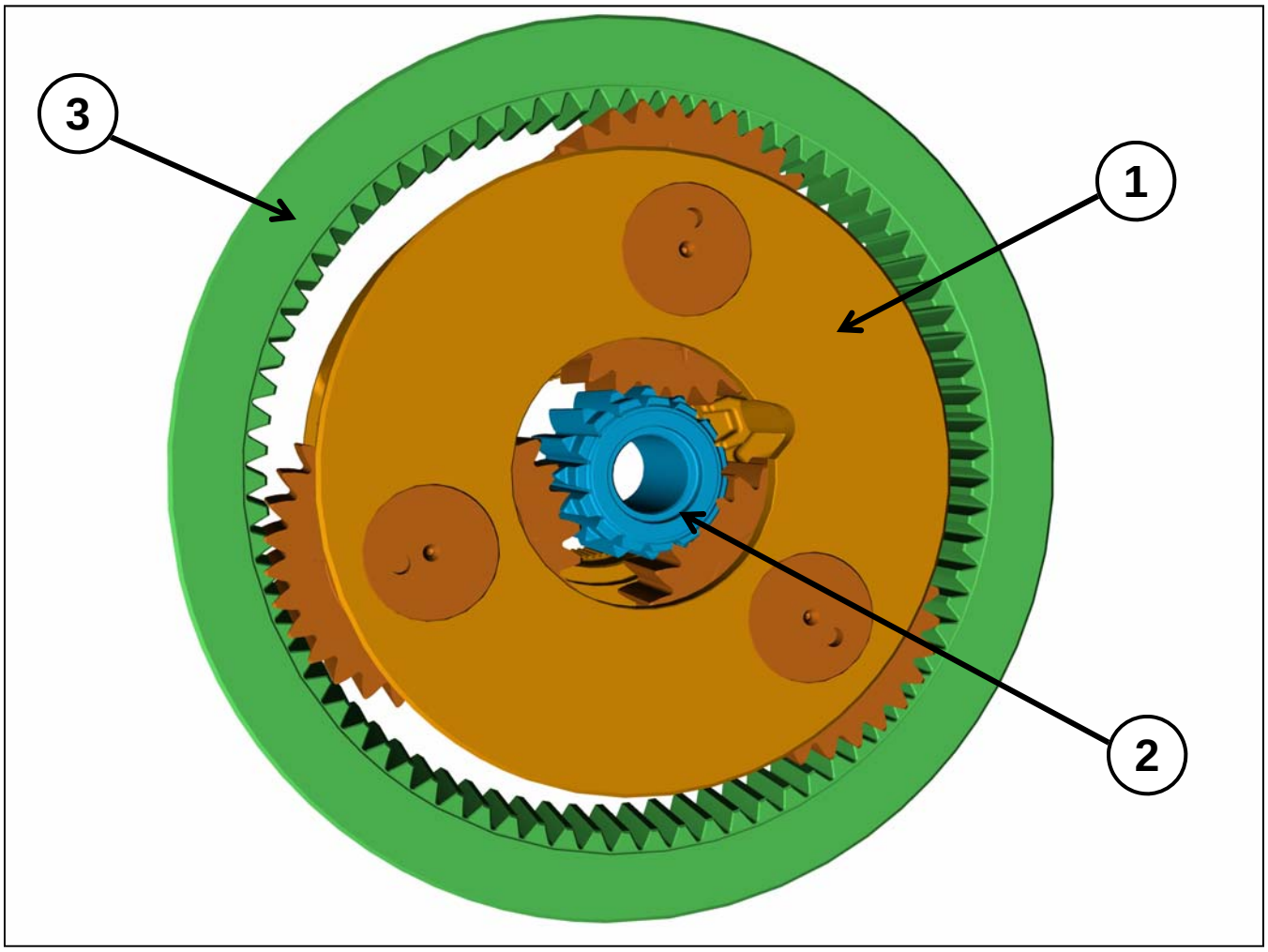


Diagram—CVT Components



[1] Engine
[2] Planetary Gear Set (See diagram on page 220-3 for more information)
[3] Hydrostatic Pump—Variable Displacement
[4] Hydrostatic Motor—Variable Displacement
[5] Collecting Shaft
[6] Range Gears—Hi and Low Range Selection
[7] Rear Axle and Differential
[8] PTO Drive Shaft

Diagram—Planetary Gear Set Components



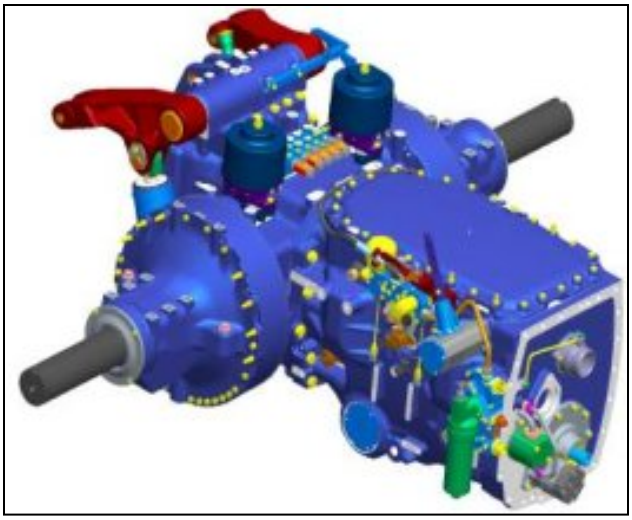
[1] Planetary Carrier with Three Planet Gears—Connected to the engine drive shaft, the planet gears provide input power to the transmission. Engine power can be sent through either the outer ring gear or inner sun gear.

[2] Sun Gear—Connected to the mechanical path of the transmission, the sun gear drives the rear wheels using mechanical components. There are no clutches or gear changes within the mechanical path.

[3] Ring Gear—Connected to the hydrostatic pump, the ring gear drives the hydrostatic path of the transmission. Both the pump and motor have variable displacement angles of up to 45 degrees.

Efficiency by CVT

The true advantage of the CVT is that it can efficiently provide infinite speeds, from zero to maximum mph, at virtually any engine speed. A conventional shifting transmission is limited by its number of gears. The Dyna-VT fills in the speed gaps left by conventional shifting transmissions. Overall productivity improves because the operator can choose an exact ground speed, engine speed, or combination of both to match the needs of the job.

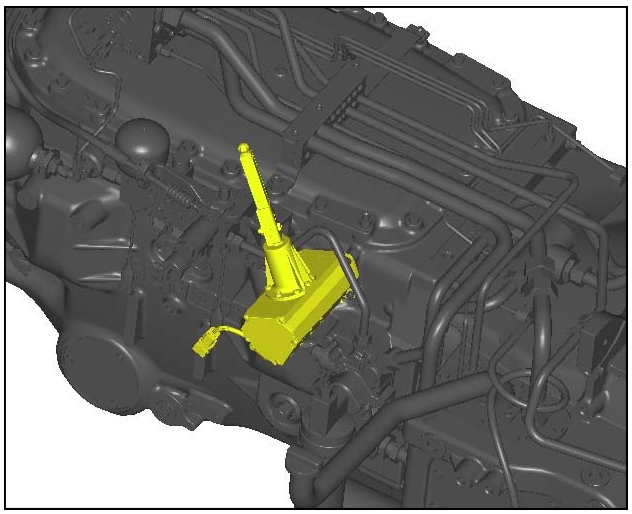


Dynamic Tractor Management

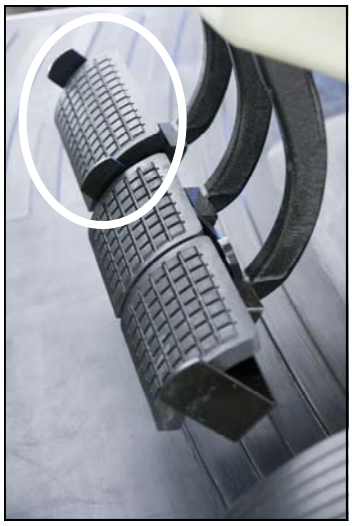
Dynamic tractor management (DTM) allows the CVT to operate at maximum efficiency for a given ground speed. The operator simply dials in a specific ground speed, and the transmission finds the optimum setting of power and fuel efficiency for that ground speed. Using DTM allows the tractor to reduce fuel consumption at times when high power is not required, boosting long-term productivity.

Single Electronic Actuator

There is only one electronic controller on CVT transmissions. This simple design prevents operators from being “stuck” in case of an electronic failure because the controller can be accessed through a door in the floor of the tractor. Then, the rod stored at the rear of the tractor can be attached to the actuator and controlled manually. This design virtually eliminates the chances of leaving a tractor in the field.

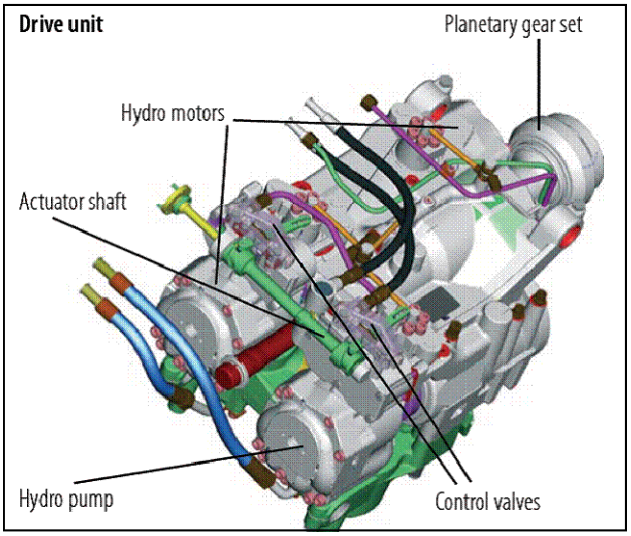


Clutch Function (Inching Pedal)



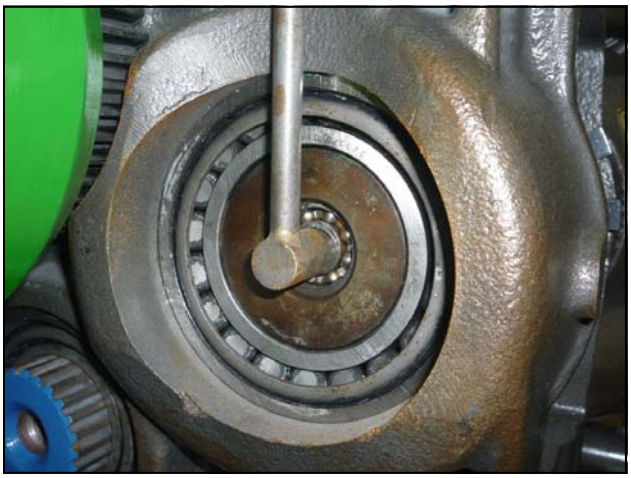
Even though the CVT does not contain any clutches, there is still a clutch pedal located in the tractor cab. It functions just like the clutch pedal in any other tractor; it disengages the transmission from the engine when pressed. The clutch pedal provides consistency with the current marketplace, and it gives the operator peace of mind through familiarity of controls.

Fewer Parts



Time and experience teaches that bigger is not always better. CVT transmissions have fewer moving parts when compared to others. For instance, there are only seven cut gears, which are always under a constant load and do not receive the shock associated with powershift transmissions. The gears can then be made smaller, which reduces rotating weight and makes the transmission more efficient on fuel and power transfer. This creates a product that has a longer life span, increased resale value, and lower maintenance costs.

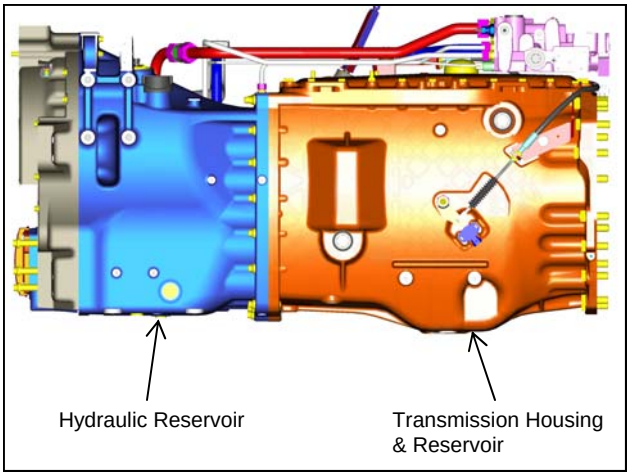
Pressure Lubricated Bearings



Every bearing on the CVT is pressured lubricated; the gears do not have to be submerged in oil to receive lubrication. This allows for smaller components and more efficient power transfer. Because these bearings are pressure fed, cooling is superior to other designs. The unit is able to withstand greater loads as heat is dissipated into the fluid and carried off to the cooler.

Self-contained Oil

One of the unique advantages to CVT transmissions is the use of a separate oil reservoir. The oil it houses is only used for the transmission and differential. The hydraulic tank is completely separate from the CVT. This isolates the oil in the system from the hydraulic remotes, all but eliminating potential contamination from outside sources. This feature also aids in cooling, resulting in long transmission life, durability, and reliability.



Simple Operation

Controlling the Dyna-VT® is simple. The three function shuttle [1] can de-clutch, shuttle forward/reverse, or increase/decrease speed, all using the left hand. The right-hand controller [2] can be used to increase or decrease speeds as needed. Simply push the lever in the direction of travel to increase speed and away from the direction of travel to decrease speed. The multiple options for operators make these transmissions suitable to all jobs.

Speed Ranges

The CVT has two ranges in which to operate. The turtle (low) range provides speeds from 0 to 17 mph (0—28 kph). The rabbit (high) has speeds from 0 to 25 mph (0—40 kph). If the optional 31 mph transmission is selected, the high range simply increases to 31 mph (50 kph). Range selection is accomplished by pressing the orange button [A] on the side of the transmission right-hand controller. These ranges provide a speed for every task.
NOTE: When in draft or tillage applications, the transmission should ALWAYS be operated in the turtle (low) range.

Economy Road Speed

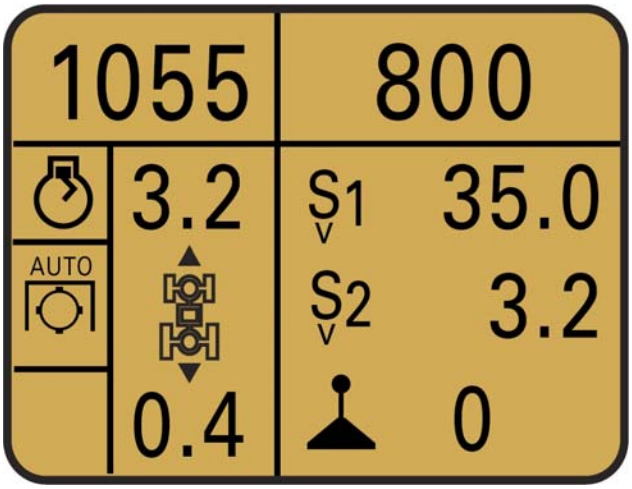
The Dyna-VT provides a feature that allows the operator to save fuel during transport. The tractor can operate at a speed of up to 31 mph (optional) at only 1,700 rpm, making transport more economical. This reduces fuel costs and operating cycle times. It also increases the life of the engine and decreases the amount of maintenance.

Adjustable Cruise Speeds (SV1 and SV2)

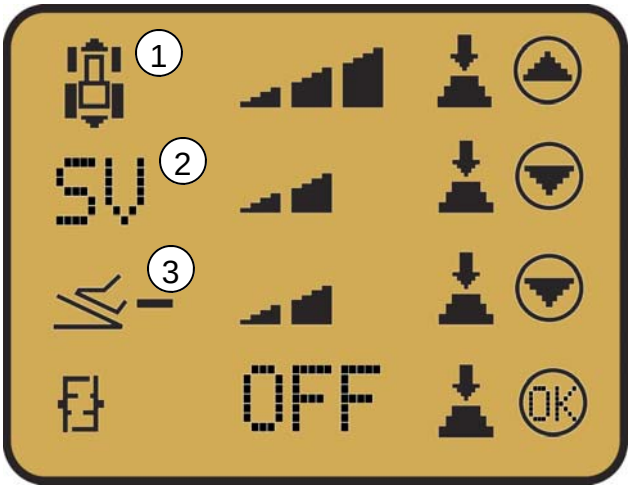
The Dyna-VT has two adjustable cruise speeds in each range, SV1 and SV2. Adjustable using two rolling dials, the cruise speeds can be engaged when the engine is above 1,400 rpm by pressing the corresponding button on the right-hand armrest. Slowing for a turn at the headland can be made easy. Simply program one speed for turn-around and one speed for work. When approaching the headland, press the button that corresponds to the slower turn-around speed. Then, once the turn is made, press the other button to activate the working speed setting.

Programmable Shuttle Speeds

Programmable shuttle speeds provide a convenience in operation. The operator views the programmed shuttle speeds in the dash control center (DCC) screen, and the process of programming is effortless and quick. Shuttle speeds can be custom tailored to whatever works best in that particular application, such as loader work or silage packing.



Shuttle, Pedal, SV Delay



When operating the Dyna-VT, the operator has the capability to customize the intensity by which the transmission speeds up or slows down in certain applications. Referred to as “delay,” the acceleration can be adjusted for intensity during shuttle operation, pedal mode, or SV engagement.

Shuttle Delay [1] denotes how quickly the transmission will slow down to a stop and then reverse direction during a shuttle. The higher the setting, the more intense the speed change during shuttle operation.

SV Delay [2] denotes how quickly the tractor will achieve the preprogrammed ground speed when an SV button is pressed. The higher the delay setting, the quicker the transmission will adjust to reach the programmed speed.

Pedal Delay [3] denotes how quickly the tractor will accelerate or decelerate when the foot pedal is pressed and released in foot pedal mode. In a high delay setting, the transmission will quickly slow the tractor down when the pedal is released. In a low delay setting, the tractor will be allowed to coast as it decelerates.

Turbo Clutch

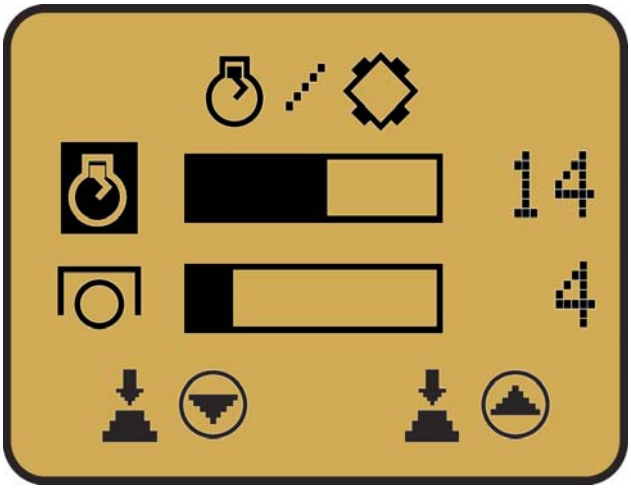
The turbo clutch function allows the operator to stop the tractor (with the engine BELOW 1,250 rpm) using only the brakes. Using the clutch is not required. This feature provides precise control during loader work or when attaching an implement.

Foot Pedal Mode

The foot pedal mode was designed to make delicate work trouble-free. When engaged, the tractor operates much like a car. When the pedal is pressed, the tractor responds by increasing the engine and ground speed. Foot pedal mode can be adjusted for a maximum engine speed and maximum ground speed when the foot pedal is fully pressed. When foot pedal mode is engaged, simply rolling the SV1 dial adjusts the maximum engine speed. Rolling the SV2 dial adjusts the maximum ground speed.

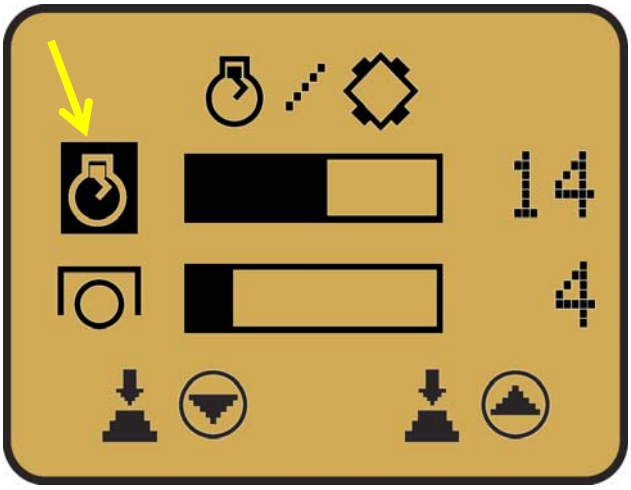
Forager Mode is most beneficial for PTO applications. When engaged, the engine can be set to a specific rpm value. The foot pedal is then used to control the speed of the tractor. PTO driven implements maintain the proper rpm, and the operator can vary the ground speed of the tractor according to conditions.

Engine Supervisor



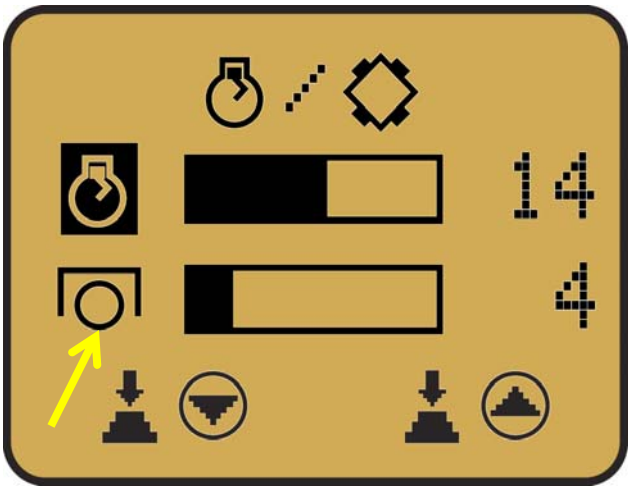
The engine supervisor allows an operator to set the percentage of engine rpm loss allowed under heavy loads before the transmission adjusts to maintain the engine speed. This would be similar to downshifting in a powershift tractor, yet there is no power loss to the ground with a CVT because there is no actual shift. Engine supervisor features two modes: PTO and transport. Transport mode is the default mode and is active until the PTO is engaged. Engaging the tractor PTO automatically engages the PTO mode. Each mode can be set independently from the other and is adjusted using the dot matrix.

Engine Supervisor—Transport Operation



When the engine supervisor is set for transport operations—PTO is off and supervisor value is high—the transmission will allow the engine to lug way down and access the engine's high torque reserves. Engine speed is not important during transport operations, so the transmission sacrifices engine speed to maintain ground speed. If the engine's rpm drops too far, the transmission will adjust to maintain power. Adjusting the engine supervisor to match the operation at hand (transport) improves the overall productivity of the tractor.

Engine Supervisor—PTO Operation



When the engine supervisor is set for PTO operations—PTO is on and supervisor value is low—the transmission will always prioritize the engine speed and, therefore, PTO speed. Engine speed is critical to PTO implement operations, so the transmission sacrifices ground speed to maintain engine speed. If the transmission detects a drop in engine speed, it will automatically reduce ground speed to maintain engine speed. Adjusting the engine supervisor to match the operation at hand (PTO work) improves the overall productivity of the tractor.

Optional 31 mph (50 kph) Transmission

The optional 31 mph Dyna-VT adds to an already powerful package. The ability to transport the tractor and implements is increased by 28 percent more than the standard speed of 26 mph, allowing for more time to work in the field or perform other tasks. The Quadlink™ suspended front axle is required with the 31 mph option.

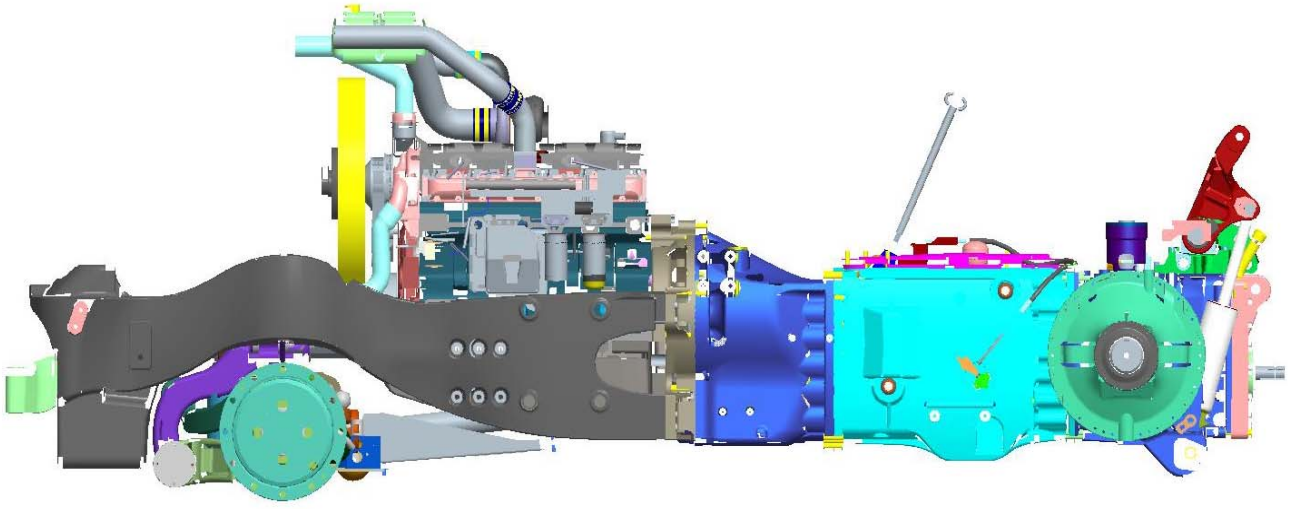
FRAME AND AXLES

The 8600 Series tractors feature a tested, proven design on their rear differential, brakes, and final drives. The rear and front differential locks can be electro-hydraulically engaged with the use of a rocker switch located on the right console, which ensures proper, smooth engagement.

Inboard rear planetary final drives are coupled with the rear differential system. The final drives operate in heavy gear oil to ensure proper lubrication, reduce heat, and provide long wear life.

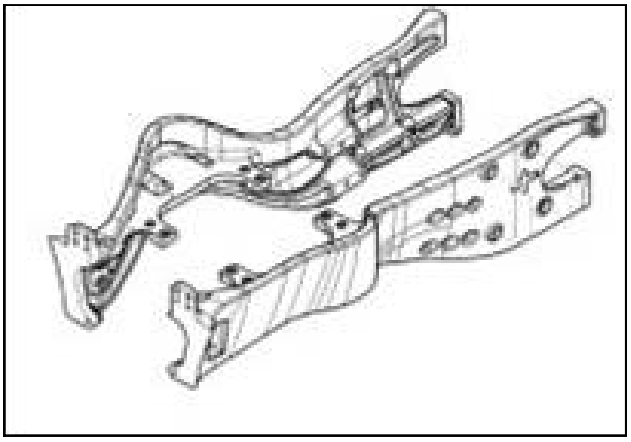
An entirely new chassis structure incorporates a new cast front axle support, which also holds the engine and mounts through a mounting plate directly on the transmission. This immensely strong structure enables the tractor to easily handle heavy draft and ballast loads required to operate large implements in all conditions.

The tractors have smooth, progressive braking supplied by wet rear disc brakes. The discs have been increased to 10 inches to provide maximum stopping power. This system consists of ring pistons, brake discs, and steel backing plates. In addition, the brake discs are immersed in hydraulic oil to keep the discs lubricated and cool.



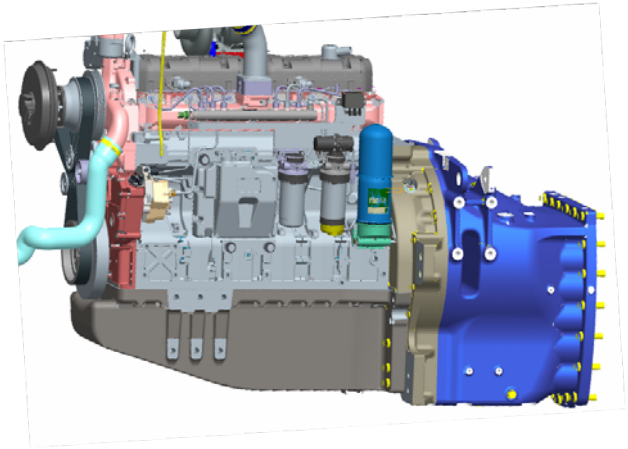
Front Cast Frame/Rails

The heavy duty chassis rails hold the engine and front axle. This mounts directly to the adapter plate, which in turn mounts directly to the spacer and transmission. When a front linkage is fitted, it mounts directly onto the front of the chassis rails. This integrated design provides exceptional strength and rigidity to take the immense loads that are generated on a tractor of this size.



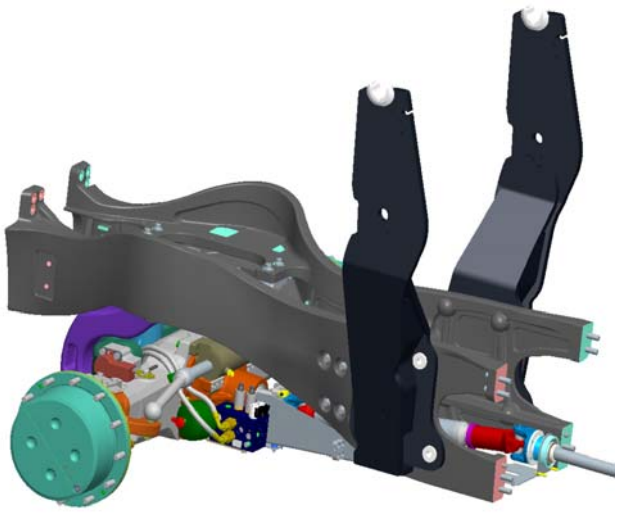
Center Casting

The mounting plate and spacer has been redesigned to increase the overall strength of the tractor. It has also been designed to accommodate a larger engine and the heavy duty ML260/HA260 gearbox. Both these features combine to increase the overall strength of the tractor in a clean seamless design.



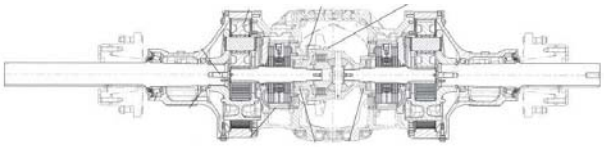
Factory Loader Mounts

Factory Loader Mounts provide a clean installation. The addition of couplers for the loader means that extra lines do not have to be run for the loader. The factory loader mounts provide an easy and integrated design to make hooking up a loader as effortless as possible.



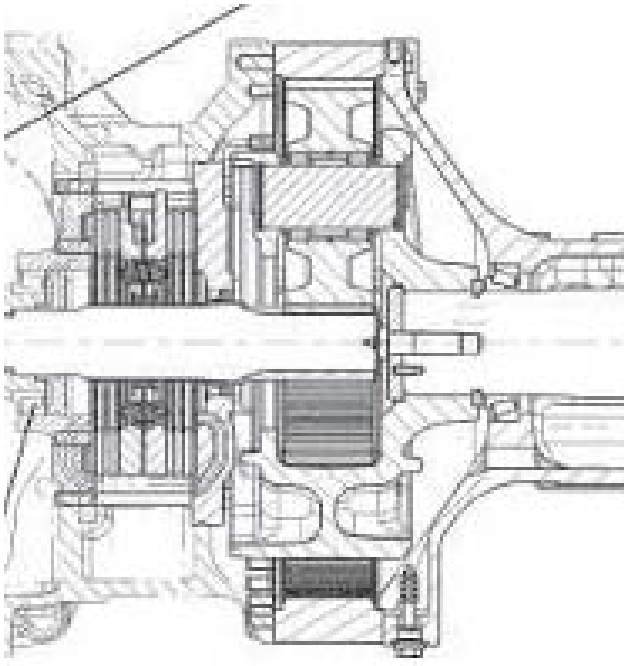
Rear Axle

The bar axle is a large diameter axle that is available in long and short configurations. This size axle provides wider rear wheel tread width adjustments, and also provides extra space for dual wheel applications. Furthermore, the added strength of the larger axle provides improved adaptability for high torque field requirements.



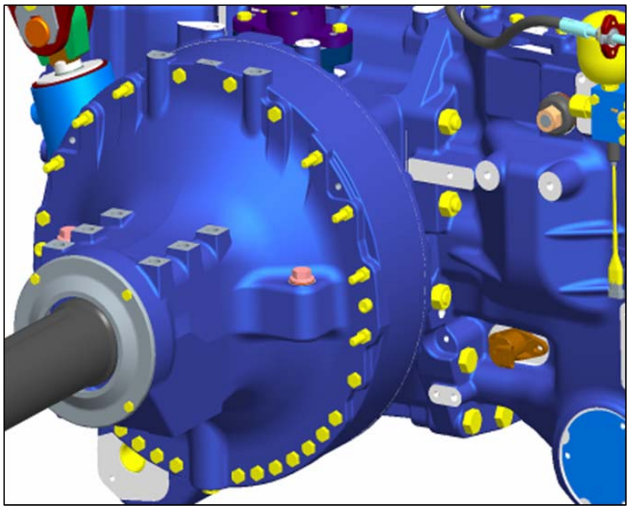
Separate Reduction Units

The rear axle reduction units are an inboard style. The units also use gear oil for lubrication, which is separate from the transmission/ differential, hydraulics, and each side. Using heavier oil provides greater lubrication, superior cooling, and great load capacities. Also, having the fluid separate from the tractor components virtually eliminates the chance for cross contamination and premature failure.



Heavy Duty Trumpet Assembly

The trumpet assembly now has more bolts holding it in place, allowing it take heavier loads under more stress. This helps increase the overall strength of the tractor, as well as overall load and stress that the tractor can be put under.

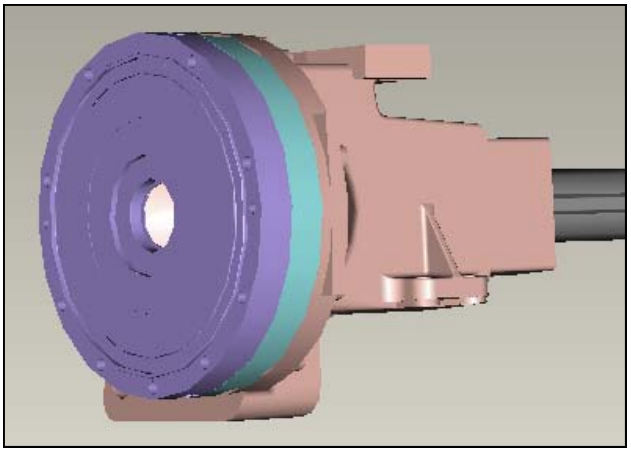


Differential Lock

The differential locks are controlled by a rocker switch located on the right-hand console. This switch provides quick, convenient access for the operator to engage and disengage the differential locks as needed.

Wet Rear Disc Brakes

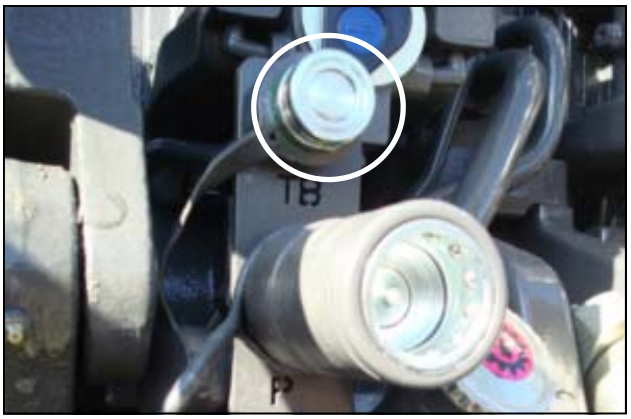
Wet rear disc brakes provide smooth, progressive, fade-free braking. The wet system keeps the discs cool during operation, which maintains constant braking power and reduces fade. It also reduces wear to provide a long service life and decreased maintenance.



Park Lock

The park lock is operated by a simple slide switch located on the shuttle lever. It engages a solenoid located on the transmission housing. The switch also locks the shuttle lever in place. The simple design and location makes it easy and convenient to use.

Hydraulic Trailer Brakes

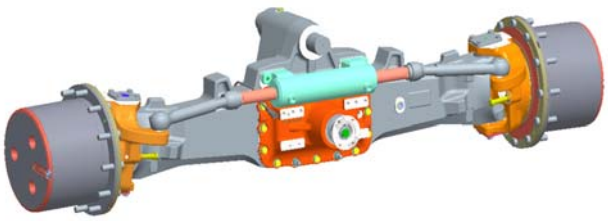


The hydraulic trailers brakes work with the main service brakes to offer more stopping power when towing heavy loads, such as large grain carts or liquid tanks. The trailer brake coupler is located at the rear of the tractor and provides hydraulic oil to the implement brakes when pressure is applied to the tractor brake pedal, providing oil pressure from 0 to 140 bar.

Pneumatic Trailer Brakes

The pneumatic trailer brakes work with the main service brakes to offer more stopping power for a pulled trailer or implement., providing air pressure from 6.5 to 8 bar.

Powered Front Axle



The Powered Front Axle (PFA) is matched for the horsepower and chassis size of each tractor model. A single piece of cast-iron makes up the center housing, with heavy outboard planetary housings for high load carrying capacities. A maximum front wheel turn angle of 55 degrees and an axle oscillation of +/- 11 degrees maintains positive tire to ground contact. The front axle drive engages on-the-go as needed by use of a rocker switch on the right-hand console.

Powered Front Axle (PFA) Activation

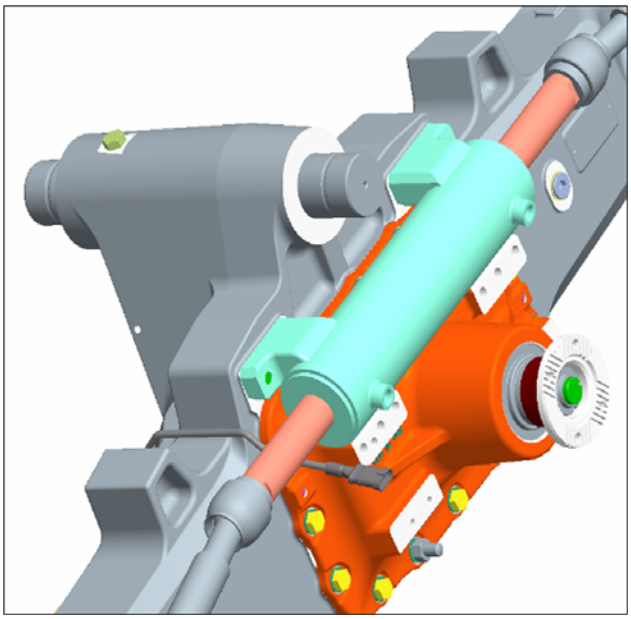
A rocker switch allows the PFA to be engaged and disengaged electro-hydraulically. The switch ensures a proper, smooth engagement without damage to drive train components. The powered front axle can be engaged on-the-go without stopping or loosing momentum in the field.

Automatic 4-wheel Braking

When both brake pedals are pressed simultaneously, the powered front axle clutch will engage, having a four wheel braking effect. This effectively ties all four wheels together for greater braking. This feature increases operator safety when towing heavy loads.

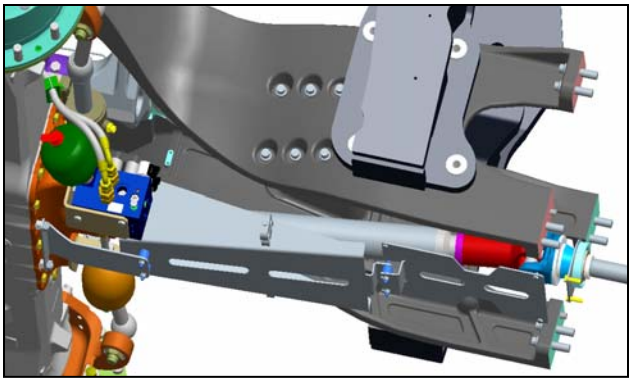
Single Pin Frame Mount

The feature provides a single mounting point for the front axle. In addition to allowing a full range of motion, the single mount reduces maintenance time by having a single service point.



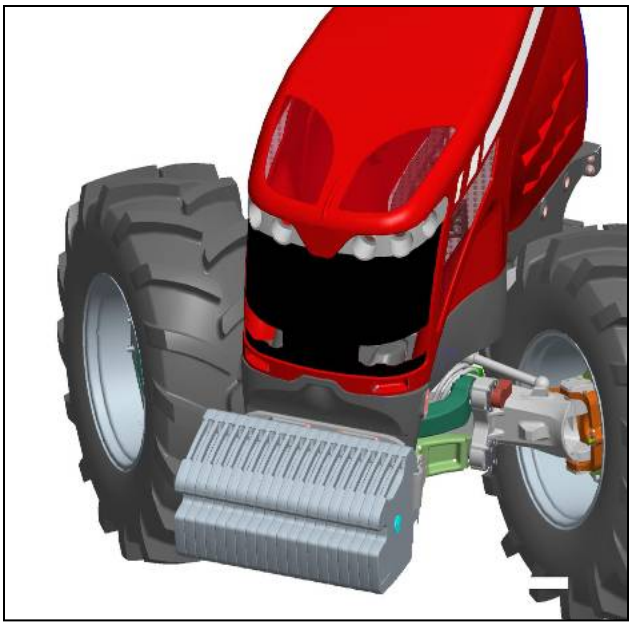
Shielded Center Line Drive

The shielded center line drive allows for a reduction in the total number of universal joints in the drive system. This reduces maintenance time and potential wear points.



55 Degree Steering Angle

A 55 degree steering angle allows the tractor to maintain a tight turning radius. This wide turning angle also allows the tractor greater maneuverability in tight spaces.

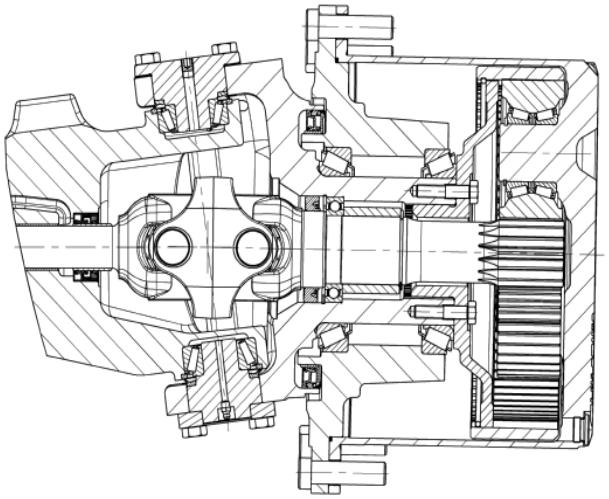


Larger Steering Cylinder and Pump

The large steering cylinder, along with the large pump, means that steering has been significantly improved, making it easier to steer and turn when equipped with front duals.

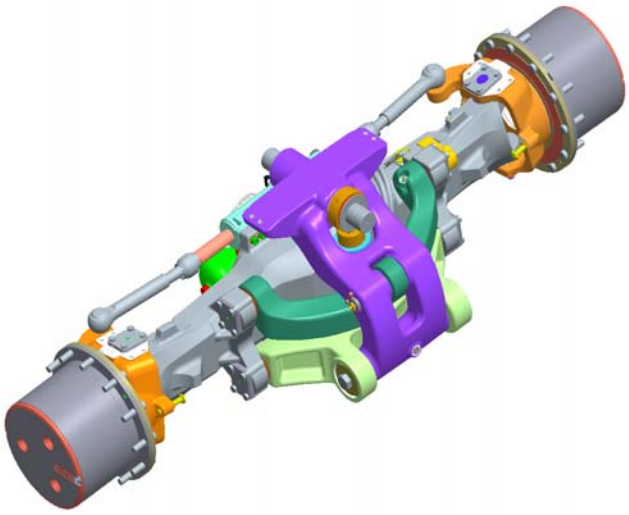
Large Final Drive

The large final drive means that the tractor can pull longer and harder without worry. It ensures a long wear life, keeping the tractor working hard.



Front Axle Suspension

The available front suspension system allows the tractor to keep the front tires in constant contact with the ground. This eliminates excess slippage and reduces tire wear and damage to the front drive train. Additional benefits include more responsive steering, smoother ride at high speeds, and reduced load shocks. Front axle suspension is required for 31 mph (50 kph) configurations.



Front Axle Suspension On/Off Switch

A convenient rocker switch allows the front suspension to be disengaged for certain operations, including heavy loader work and grading. In the off position, the hydraulic suspension ram lowers the system until it rests on the axle. The entire axle will still maintain the full range of oscillation. This feature allows tractors equipped with the front suspension system to be used in the most demanding of applications.

Front Axle Suspension Dial

With the front axle suspension dial, the operator can set the precise level of dampening that is needed for any condition. This, along with the front axle suspension on/off switch and the cab suspension, give the operator complete control over the ride comfort of the tractor.

Pivoting Front Fenders

The available pivoting front fenders deflect debris coming from the front tires and reduce the chances of the material coming in contact with the tractor cab or impacting other traffic during transport. It is recommended that the fenders be the same width or wider than the front tires.

SpeedSteer

SpeedSteer enables the operator to adjust the steering ratio, providing more or less turns of the steering wheel for the same angle of turn of the wheels. The system can easily be turned on and off with the use of a rocker switch. As an added safety feature, the SpeedSteer automatically turns off and reverts back to default when the tractor exceeds 12 mph.

SpeedSteer Dial

This is the potentiometer for the SpeedSteer feature. It allows the operator to set the number of steering wheel turns for the same angle of turn of the wheels when the SpeedSteer is turned on. This allows the operator to turn more quickly and easily in the headland.

AUTO-GUIDE²

AUTO-GUIDE² uses GPS to steer the tractor while engaged. It only requires that the operator turn at the headlands. Machine steering makes straighter lines and reduces skips and overlaps. Operators can work longer hours with less stress and less fatigue in low visibility situations with consistent results. When all these benefits are taken into account, it is easy to see the reduced input costs associated with having AUTO-GUIDE² equipped.

3-POINT HITCH / PTO / DRAWBAR

The Massey Ferguson 8600 Series tractor features a 3-point hitch design, which has more heavy duty features than previous models. The 8600 Series use larger lift cylinders to add greater lift capacities for those heavy mounted implements. A stronger cross shaft adds more stability to the rear end. New for the 8600 Series is the addition of a factory installed hydraulic top link to make mounting and adjusting implements less stressful. All three point hitch adjustments are made using an electronic lift control (ELC) system.

An independent PTO comes standard with two shaft sizes, in 1000 and 1000E rpm configurations. The shafts are a dry type and are easy to interchange. A front mounted 1000 rpm PTO and front linkage are available as factory installed options. Controls are conveniently located in the cab as well as an external fender mounted PTO stop switch.

A swinging drawbar is standard on all 8600 Series tractors. The drawbar has three positions for length and a time saving quick drop pin.

3-Point Hitch Switch

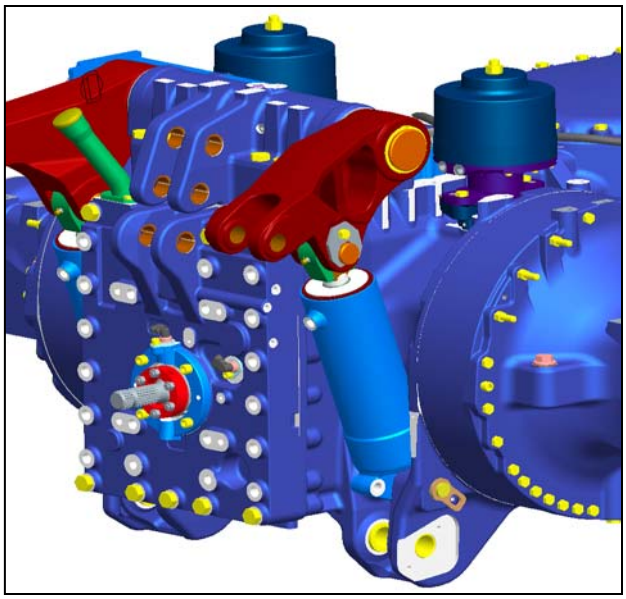
The lift/lower switch for the hitch is located toward the middle of the armrest. The switch has three positions—lift, lower, and neutral—and must be cycled each time the tractor is started for the hitch to become active. Its central location makes it easy to find whenever the hitch is needed.

Hitch Position Control

The position control is located on the right side of the armrest. The dial can simply be turned to the desired depth of the 3-point hitch.

Large Lift Cylinders

The lift capacity has been largely increased due to the addition of larger lift cylinders on the rear end. The diameter of the cylinders has been increased along with the stroke of each cylinder. These improvements to the 3-point hitch system will prove beneficial for any implement.



Adjustable Lift Arms

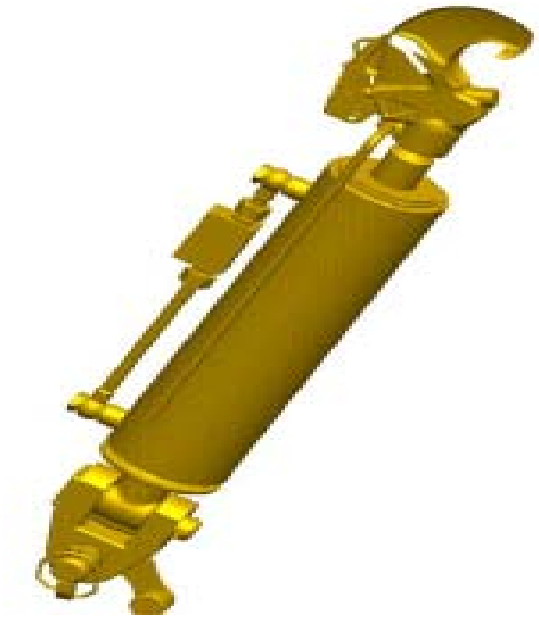
The lift arms for the 3-point hitch are easily adjustable with built-in handles. Grease points are part of the arm for a long service life. A short version of the lift arm is available from parts if greater lift height is required. This large robust design is sure to fulfill any lifting requirements.

Lower Link Ends

Heavy duty fixed ball end link arms are equipped on the 8600 Series machine. The category 3 ball end fits the majority of 3-point mounted implements in North America. If needed, category 3 quick hitches are easily installed as well.

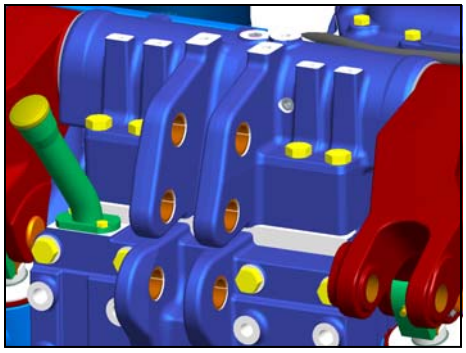
Hydraulic Top Link

A hydraulic top link is a new feature for the 8600 Series tractors. Controlled from inside the cab, the hydraulic top link assists in attaching implements as well as adjusting the angle or height of your tool while the tractor is in motion.



Cross Shaft

A larger reinforced cross shaft has been implemented in the rear end of the 8600 Series tractor. This heavy duty cross shaft secures and stabilizes the rear end while the larger lift cylinders are raising mounted implements.

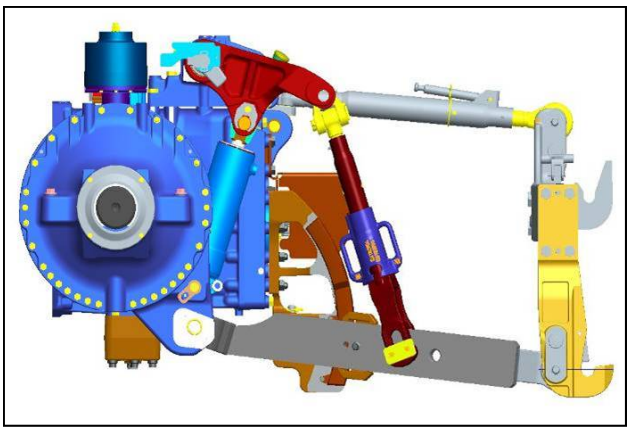


Sway Blocks

The 3-point hitch uses adjustable sway blocks for stabilization. There are multiple positions and orientations to choose for most applications. This design requires less adjustment and is stronger then other screw type stabilizers.

Quick Hitch

Factory and field installed category 3 quick hitches are available on the 8600 Series. This quick hitch design enables quick and easy implement mounting.



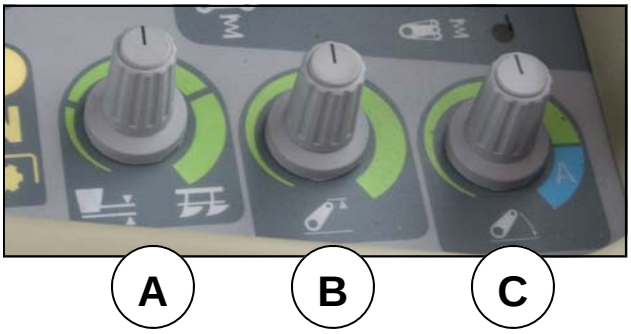
External 3-Point Controls

All units come equipped with external lift controls fitted to the rear, outside portion of each fender. For safety, the lift/lower switch inside the cab must be in the neutral, or lower position. Operators can stand clear of the hitch and tires under most tire/wheel configurations. Convenience and safety were the two main goals when designing these controls on the tractor.

Electronic Lift Controls

The ELC enables the operator to have complete control over the numerous functions of the 3-point hitch. Integrated inside this new ELC design is draft sensing, lift height, lowering speed, automatic mode, transport lock, and active transport control. Each adjustment is made using the user-friendly dial controls. The control dials are enclosed by a convenient spring controlled lid, hiding the controls when the 3-point hitch is not being uses.

ELC Functions



The ELC dials contain many functions that operators will appreciate, including hitch response (draft sensing) controls [A], which control the amount of response the tractor has to changing conditions when the hitch is lowered. Lift height limit controls [B] determine where the hitch stops when lifted. Rate of drop controls [C] determine how fast the hitch lowers.

The direction indicator simply indicates the direction that the hitch is moving. The error indicator flashes if there is some type of malfunction. When the tractor is first started, the light remains on until the 3-point control is cycled. This is a safety feature that prevents accidental lowering of the hitch.

Active transport control uses the lift cylinders to buffer the shock associated with the transport of large, heavy, hitch mounted implements. This feature is only active when the hitch control switch is in the raise position.

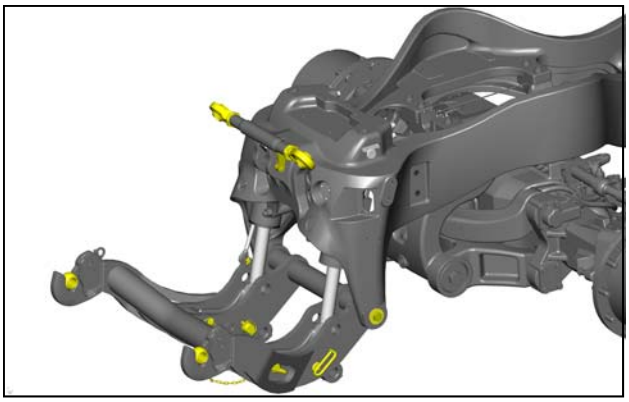
Automatic mode is a new feature to the ELC controls. In automatic mode, the 3-point hitch automatically raises or lowers based on the activation of something else. For example, if the operator engages the 4WD, the 3-point hitch will automatically lower.

Slip Control

The operator has the ability to set a maximum wheel slip before the 3-point mounted tool is raised out of the ground. Wheel slip is set as a percentage inside the Control Center Display. Once the wheel slip, which is measured by a radar mounted under the machine, exceeds the percentage set by the operator, the hitch raises automatically. Once the wheel slip falls below the set percentage, the hitch is lowered to its previous position.

Front 3-Point Linkage

The integrated front linkage is controlled by the hydraulic valve controls inside the cab. The new front linkage design is built to distribute the load it incurs through the frame of the tractor. The double acting lift cylinders can accommodate implements reaching up to 11,000 pounds. A hydraulic dampener is standard on the machine if the tractor is not equipped with a suspended front axle. The hydraulic dampener absorbs any shock load incurred on the front mounted implement or linkage during transport.



Front Linkage Suspension

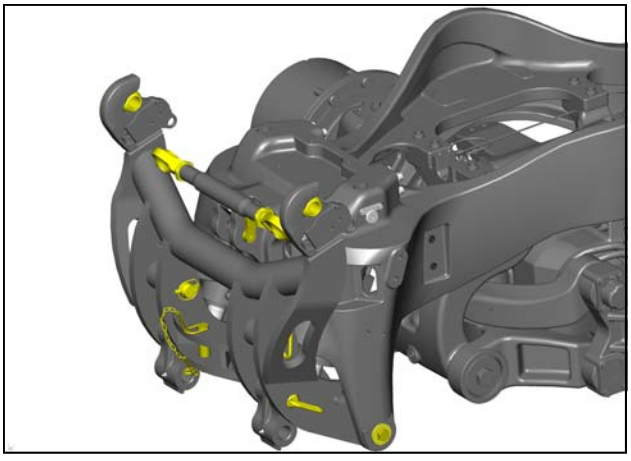
The front linkage benefits from the active suspension function when the linkage is in the transport position. To engage it, press the button and a red indicator light turns on. To disengage, simply press the button again.

Front Linkage SA / DA

When activated, the front linkage has the ability to either be single acting (SA) or double acting (DA). To select double acting, press the button and a red indicator light turns on. To go back to single acting, press the button again and the indicator light turns off.

Stowed Position

When the front linkage is not needed, it can be put into a stowed position. A third hydraulic cylinder pulls the link arms close to the front bonnet and free from any obstructions.

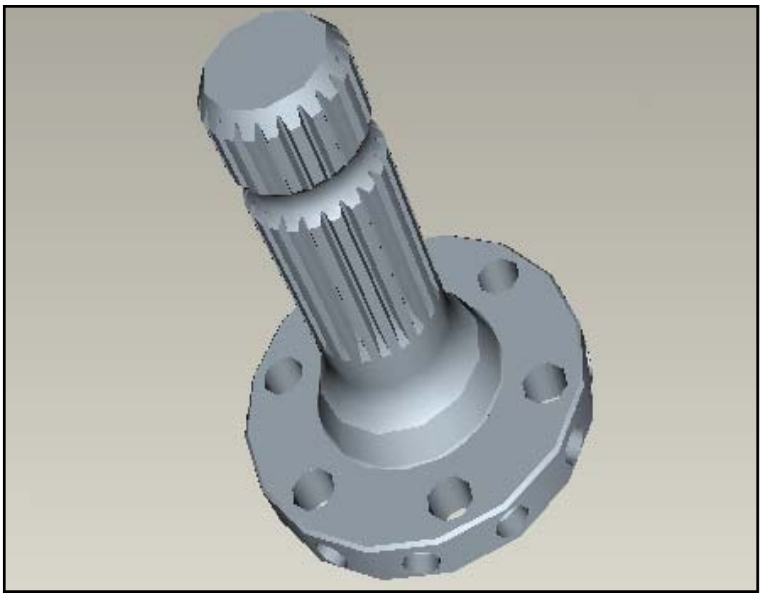


Power Take Off

Independent Power Take Off (PTO) is standard equipment on the 8600 Series tractors. The PTO is driven by a live shaft from the engine. A wet, multi-disc clutch engages and disengages the PTO output shaft. A safety switch is designed into the engagement system to prevent the engine from being started if the PTO is in the engaged position. Additionally, the 8600 Series tractors feature a convenient PTO cut-off switch on the outside of the tractor. This enables the operator quick access to disengage the PTO from the ground.

All 8600 Series tractors feature 1000 rpm PTO for the rear PTO. An economy 1000 rpm speed is optional on the 8600 Series. If the tractor is equipped with a front PTO, the operator will enjoy the convenience of a 1000 rpm PTO shaft rotation. A digital display of the PTO speed is provided in the dash mounted instrument panel.

All 8600 Series tractors feature a bolt-on access flange that replaces the spring retainer clip. This provides greater strength during use under high loads.

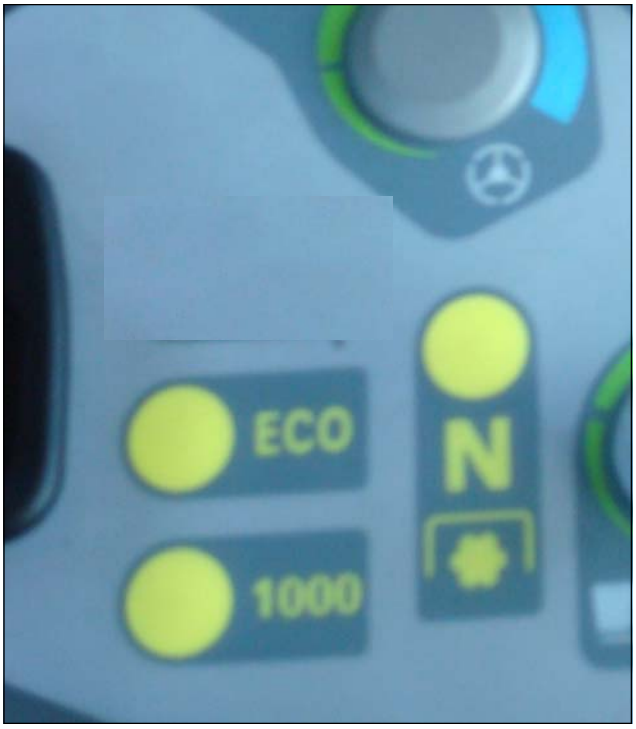


PTO Activation

The front and rear PTOs each have a two-stage rocker switch on the right-hand armrest. To activate the PTO, press down on the yellow button and the rock the switch into the on position.

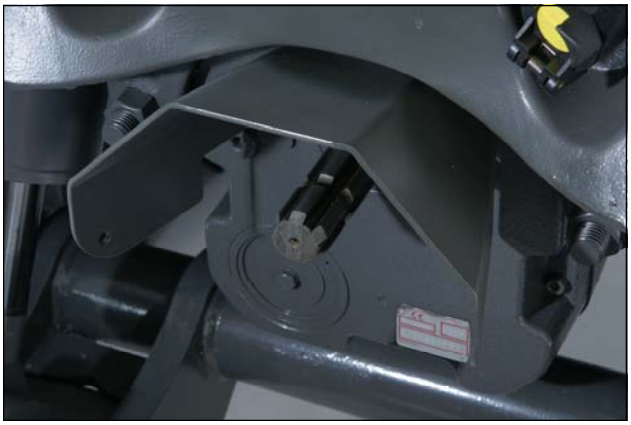
PTO Speed Selection Buttons

To engage the PTO, first select the 1000E, or 1000 rpm speed using the corresponding button. The “N” button disengages the PTO if it is activated.



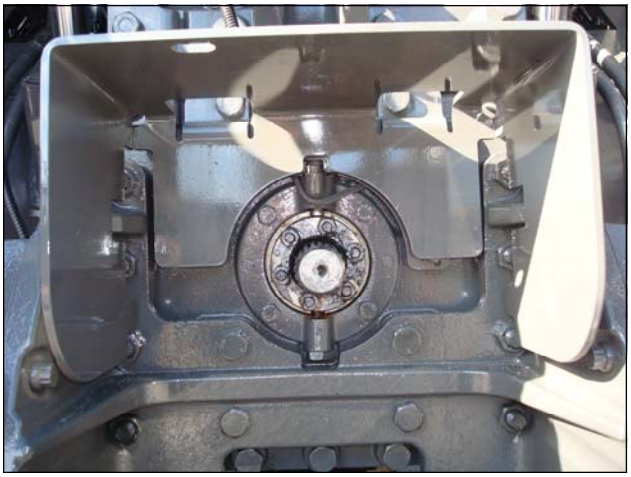
Front PTO

A front mounted PTO system is available as a factory installed option on the 8600 Series. This 1000 rpm PTO system rotates in a clockwise rotation based on the NA standard. The PTO design makes replacing the shaft simple and effortless. A convenient external PTO disengagement switch is mounted near the front of the machine.



1000 RPM Economy PTO

The 8600 Series can be equipped with an optional 1000E/1000 rpm PTO. When operating equipment that does not require maximum horsepower, economy PTO allows the engine speed to be reduced 23 percent, from 2000 rpm to 1550 rpm, yet maintain full 1000 PTO shaft speed. Slower engine speeds reduce fuel usage, noise, and vibration.

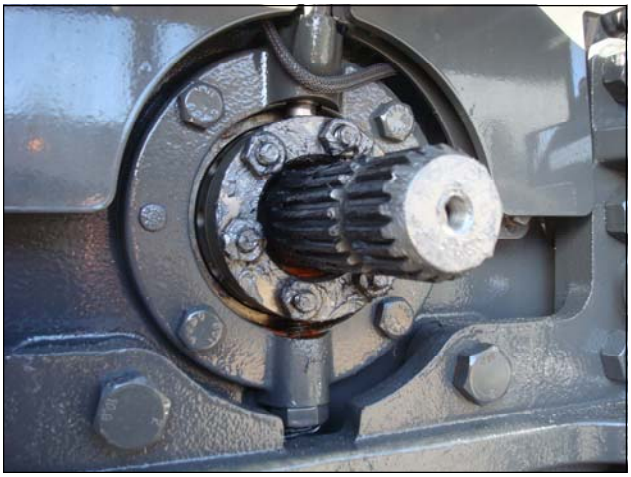


Supplied PTO Shafts

One PTO shaft comes with each tractor from the factory.

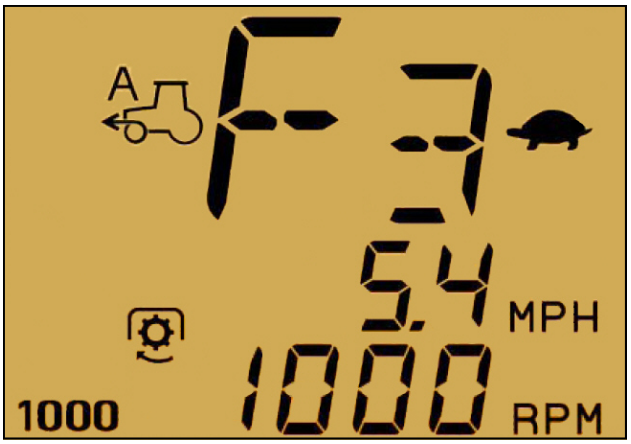
21 Spline, 1000 rpm, 1 3/8” Shaft
20 Spline, 1000 rpm, 1 3/4” Shaft

To change the shaft, remove six hex nuts on the rear of the tractor and remove the shaft. No oil is lost.



Digital PTO Speed Display

This display provides precise control of PTO driven implements. It allows the operator a quick reference point for exact front and rear PTO speeds. It also eliminates guess work associated with matching PTO speeds to engine rpm. Finally, this increases equipment accuracy and productivity.



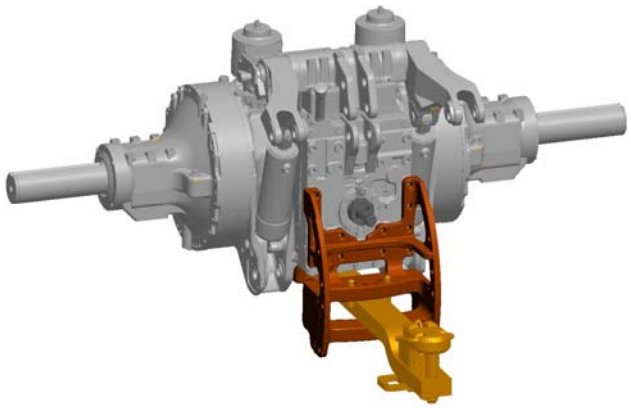
External PTO Disengage Switch

Two exterior switches, one for front PTO and the other for the rear PTO, provide safe, quick access to disengage the PTO clutch without climbing back in the cab. The PTO can only be engaged from the operator cab.

Drawbar with Clevis

The drawbar on the 8600 Series features a durable clevis design. A hitch pin is included in the toolbox. The hitch also includes a hanger strap for attaching safety chains. A patented quick hitch design also enables the pin to automatically drop during hook-up.

Three drawbar options are available: category 3, category 3 Heavy Duty, and category 4.

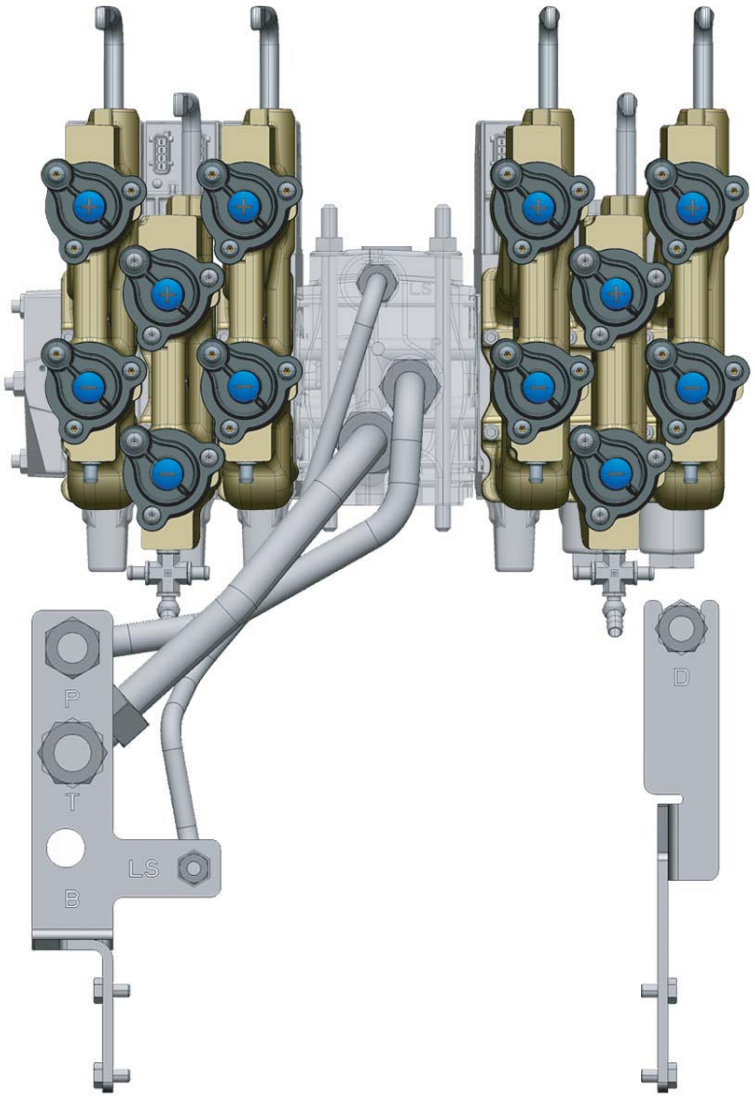


HYDRAULICS

The 8600 Series tractors have a 46 gpm (175 L) hydraulic system. The tractor has a closed center system and may be fitted with a maximum of six spool valves. It can be fitted with up to six pairs of couplers at the rear and two pairs of couplers at the front. In this case, the spool valves 1 and 2 are used for the rear couplers and the respective front couplers 1 and 2. Using the selector button inside the cab, the operator can choose which set to operate.

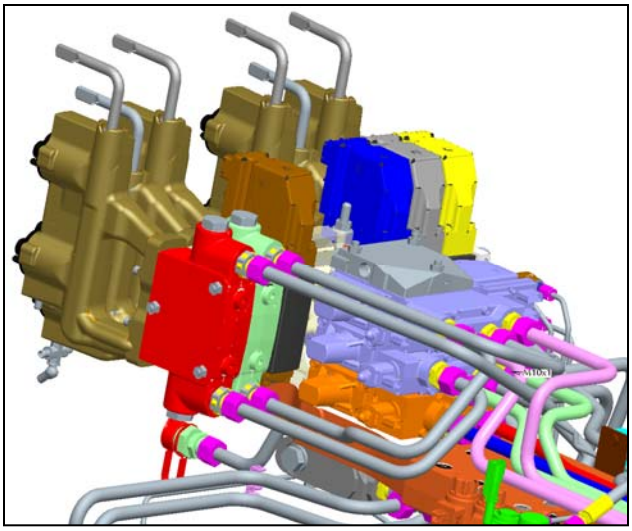
To control the valves, a joystick located on the armrest controls the first two remotes. Fingertip controls, also located on the armrest, are then used for the remaining remotes.

Power Beyond with load sensing is also available on these tractors. This gives the operator the ability to provide hydraulic oil and power to other valves.



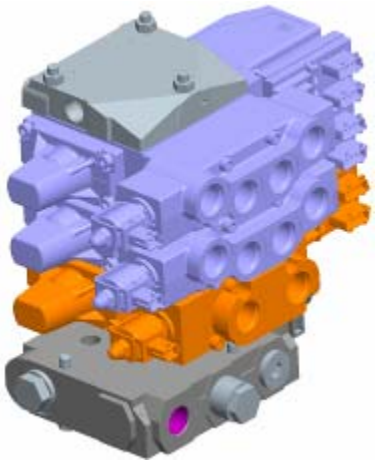
Closed Center System

The closed center hydraulic system uses a variable displacement pump and load sensing. The flow from this type of pump matches precisely the demand for hydraulic flow and pressure. This means that a large capacity pump can be fitted so it only works when it is required, minimizing power and fuel consumption. The load sensing system senses when additional flow is required and regulates the pump output to ensure that precisely the correct flow is provided in milliseconds.



Electronic Valves

Electronic spool valves can be specified in addition to mechanical spool valves. When the tractor is ordered with Dual Control and/or Trailed Implement Control (TIC), an electronic spool valve is fitted. The advantage is that the movement is directly proportional to a given amount of movement of the lever and therefore allows for greater accuracy



Front Hydraulic Remotes

Two sets of front hydraulic remotes are available. They are controlled by the hydraulic valve controls. The front location makes it easy to connect any front end implements, adding versatility to the tractor.

Hydraulic Couplers

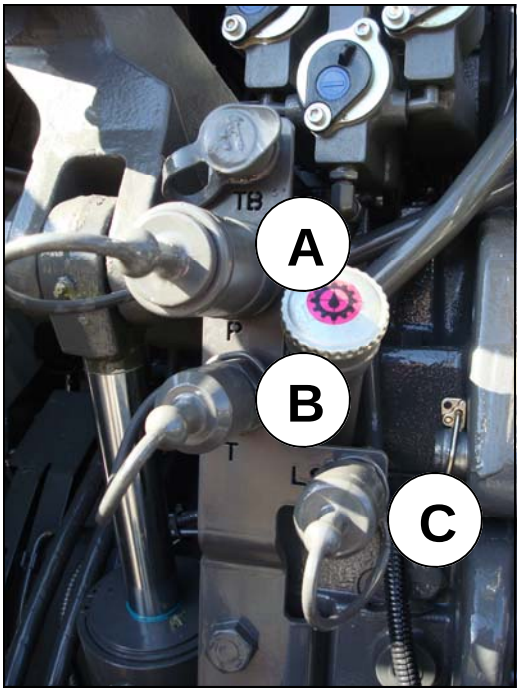
The tractor can be equipped with up to six rear couplers. The new design integrates the couplers into the design of the tractor for a clean, finished look. The couplers are fitted with oil recovery units, which are located on the rear right-hand and rear left-hand trumpet housings, to prevent spillage.

Pressure Relief Levers

A decompression lever is fitted to all of the hydraulic couplers, making it easy to disconnect the implement. To decompress the couplers, turn the lever.

Power Beyond

The available power beyond is equipped with three ports: pressure [A], return [B], and load sensing [C]. These additional ports allow the operator to supply the tractor's hydraulic flow and power to additional valves or other jobs. This feature is most valuable for operations that have multiple uses for tractors throughout the year.



Hydraulic Priority

The priority of hydraulic flow is adjusted and set as a percent basis using the appropriate DCC screen. Hydraulic flow can be set so that 100% of flow is diverted to the 3-point hitch first and then to the hydraulic valves, or vice versa.

ELECTRICAL

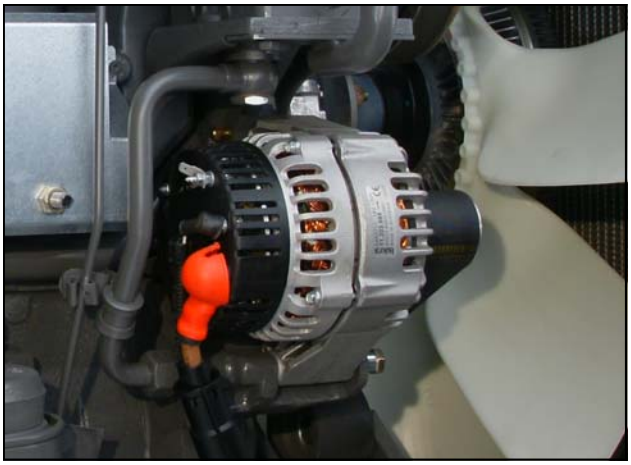
These tractors are equipped with a powerful electrical package capable of powering multiple monitors, lighting packages, and features while maintaining normal tractor functions. Serpentine belt-powered alternators charge the two batteries while simultaneously providing power to other tractor components. The entire electrical system is engineered to be a perfect match for the tractor and to give the operator different lighting options, more electrical outlets, and lasting reliability.

Batteries

Two 12V-105A/h batteries are incorporated on the right side of the tractor. The batteries have been positioned in an open area below the exhaust stack, providing easy access for routine maintenance. A shield protects the batteries from dirt and debris during operation. Removal of the shield requires no tools. The shield can also be locked to secure the batteries.

Alternator(s)

Twin 14V belt driven alternators are equipped on the tractor. The alternators supply more than enough power to operate all the lighting, air conditioning, and electrical features.



Starter

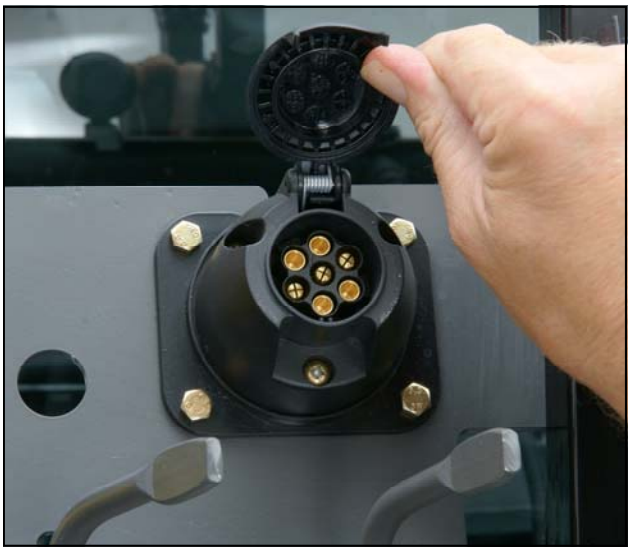
A 12V, 5.6 hp starter is equipped on the tractor. This powerful starter starts the tractor quickly and reliably each time.

Main Power Disconnect

The main power is automatically disconnected when the tractor is turned off. This feature gives the operator the ability to store the tractor without having to manually disconnect anything, while at the same time keeping the battery from draining.

7-Pin Trailer Plug

A 7-pin trailer plug is incorporated into the rear of the tractor. The plug supplies power for lights on towed or mounted implements. A spring clip loaded cap covers the plug when not in use.



Driving Lights

Automotive style driving lights are located at the bottom of the front grill of the tractor. These lights operate when the headlight switch is turned on. They do not have the intensity of the work lights and prevent oncoming traffic from being blinded at night, while providing superior lighting.

Extremity Lighting

Extremity lighting is equipped on tractors with long bar axles. This break-away style light warns other drivers of the width of the tractor and prevents damage to the arm or fender in case of striking an object. These lights can be folded in for single tire operation if needed.

Flashing Beacon

Two rotating beacons can be installed on the tractor, one on either side of the roof. The bright rotating beacon provides great visibility for large jobs and construction sites.

Lighting Touchpad

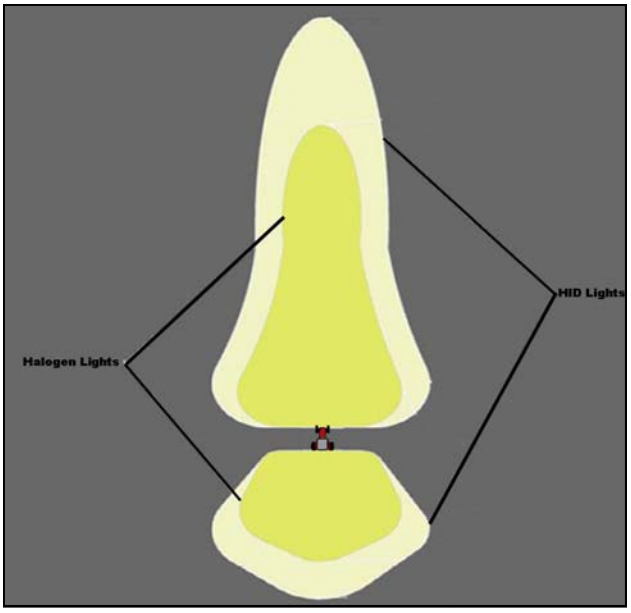
The exterior lighting touchpad is a tractor schematic surrounded with buttons and indicator lights. As the operator selects lighting combinations, the indicator lights illuminate. This allows the operator to quickly identify which external lights have been illuminated and provides an easy way to turn them off and on.

Standard Work Lights

The standard work light package includes two side-facing halogen flood lamps incorporated into the hood-mounted front light assemblies. Additionally, two forward facing halogen flood lamps are located at the beltline of the tractor near the forward base of the tractor cab, as well as four in the roof. Six more halogen flood lights face rearward for monitoring the work being done behind the tractor-four in the roof line and two on the rear fenders. The work lights provide ample light for working in low light conditions or at night, with the adjustability of the lights allowing the operator to focus the light where needed.

Xenon Work Lights

The available Xenon lighting package replaces the standard work lights with Xenon lights. The package provides up to 30 percent greater visibility by not only providing more light on the work area, but also producing a more pure white light, which is easier on the eyes than the standard package.



12V outlets

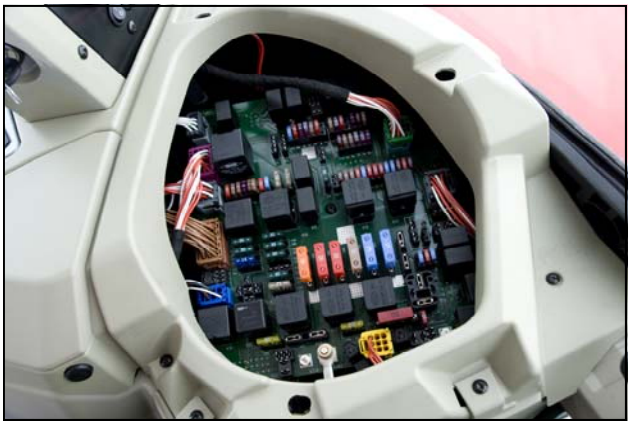
A 12V cigarette-type power socket and a standard 3 spade 12V power socket are located on the right side B-post. Also, there is a 3 spade 12V power socket located on the bottom of the right fender. These sockets can power monitors, chargers, and a variety of other equipment.

ISOBUS Cab Outlets

There are two ISOBUS outlets located in the cab. One is located on the right-hand B-post, and the other is located on the bottom of the right-hand fender. These plugs make it easy to plug into the tractor for any diagnostic work. Also, they offer the ability to easily add another monitor. An example, would be mounting a GTA dedicated monitor.

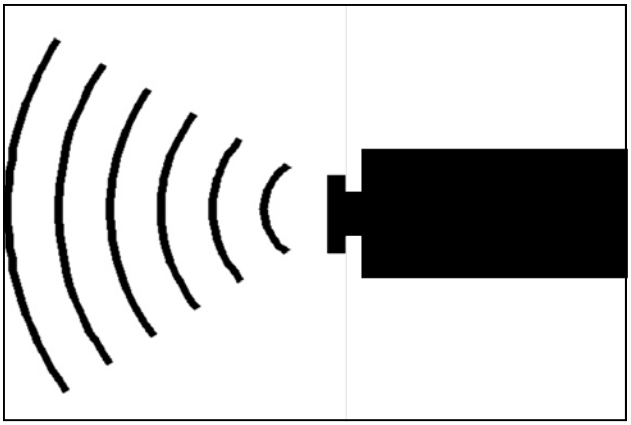
Fuse Box

A conveniently located fuse box and quick release cover provide quick access to the interior fuse panel. The interior fuse panel is located behind the console controls on the right side of the operator.



Radar

If equipped, the radar connects directly to the tractor CAN BUS system and allows the tractor to read true ground speed. This is useful in determining wheel slip. The tractor radar can also be used by implements to determine true ground speed for operations such as planting, drilling, and spraying.



Trailed Implement Control (TIC)

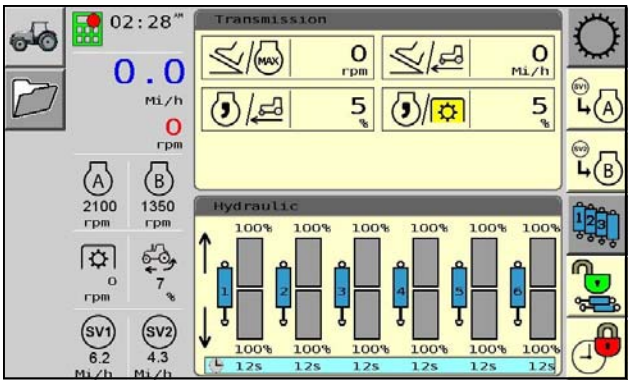
The TIC port is for connecting pull-type implements equipped with TIC. TIC allows the tractor to raise the tool in small increments when the maximum wheel slip is exceeded. This allows the operator to save fuel by reducing wheel slip.

CONTROL CENTER DISPLAY

The new Control Center Display was designed with the user in mind. This industry leading display features easy to use soft keys down both sides of the screen as well as a rotary encoder for reliable and easy operation of the terminal. Users can quickly and easily adjust tractor and implement settings through simple menus using intuitive icons. The 7.5-inch color LCD display is crisp and easy to read with adjustable brightness for comfortable operation in either day or night light conditions. The display is capable of showing key tractor information as well as two ISOBUS-compliant implements, such as a White Planter and AUTO-GUIDE^2 at the same time. This allows the operator to monitor tractor performance, planter operation, and the guidance system simultaneously without having to toggle from one screen to another. The Control Center Display also can log data to an SD card or USB memory stick through the Task Controller application. Task Controller records a multitude of data including engine rpm, wheel slip, and fuel consumption; if the tractor is equipped with a GPS receiver, all the data will also be geo-referenced for enhanced analysis and record keeping through farm management software on a PC.

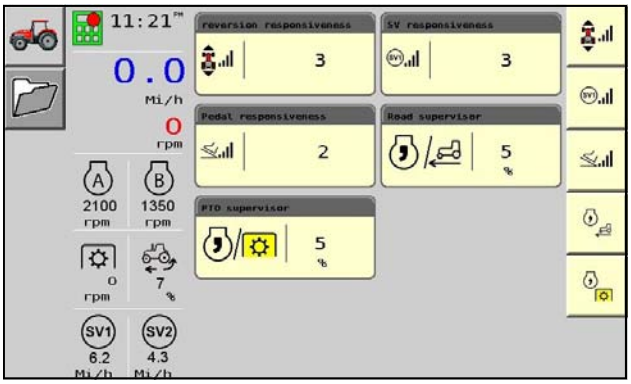
Work Screen

The work screen is designed to allow the operator easy viewing of up to three functions of the terminal.



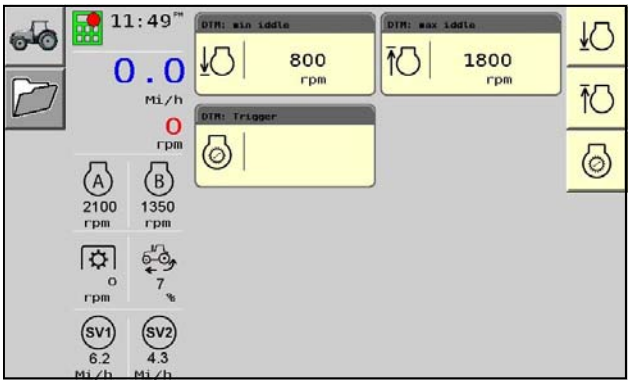
Transmission Settings

The transmission settings screens allows the operator the versatility of changing the transmission settings dependent on their work or comfort preferences. Shuttle intensity, SV, and pedal responsiveness, as well as road and PTO supervisor settings, may be managed from one screen.



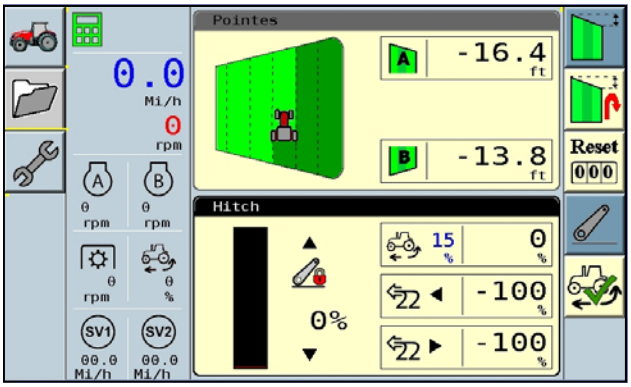
Dynamic Tractor Management

DTM is a new feature for the 8600 Series tractors. With DTM, the operator can select minimum and maximum engine rpm speeds, and set the work trigger to turn DTM on and off. Using DTM provides the most efficient and economic operation of the tractor.



Pointes

The pointes function allows for odd shaped fields to be edited and saved to provide accurate and convenient information to the operator.

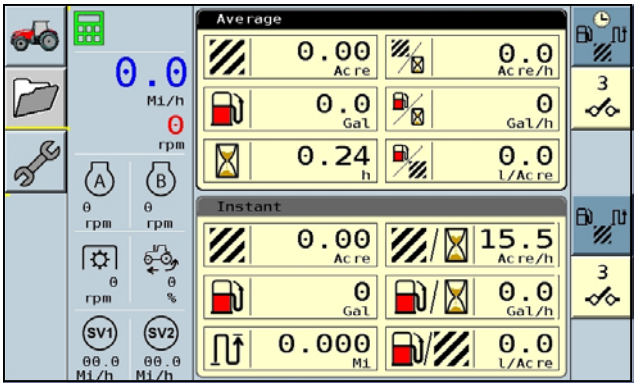


Memory Instant

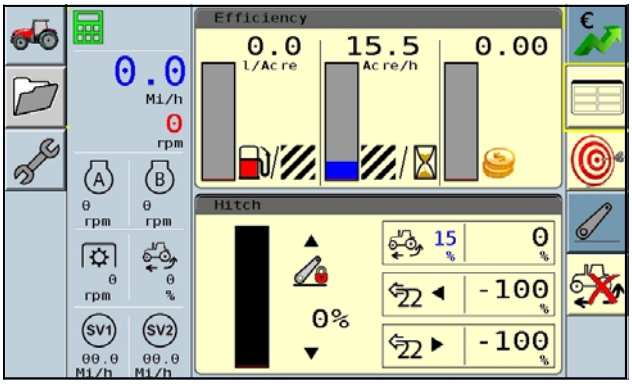
The memory instant function provides instant economy and performance information. Total acres, gallons of fuel, and miles are calculated as well as instant acres/hour, gallons/hour, and gallons/acre.

Memory Average

Similar to the memory instant function, the average function calculates overall averages of total acres, gallons, and hours while also tracking average acres/hour, gallons/hour, and gallons/acre.

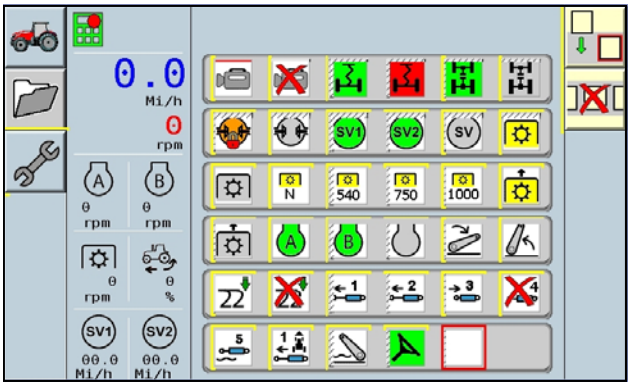


Efficiency



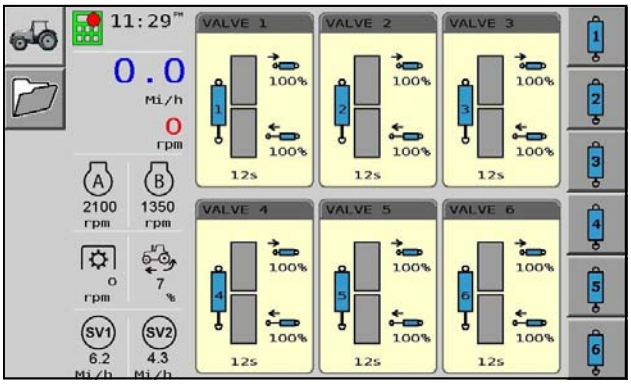
The efficiency function allows the operator the ability to input the cost of labor and fuel. Then it provides accurate calculations based on those input costs of fuel/acre, acres/hour, total cost of fuel and labor.

Headland Management



The headland management screen can be used to set up a series of operations that are typically associated with entering, exiting, or turning at the headlands of a field. Up to six sequences can be stored in the terminal at any one time, or they can be stored on a home computer and uploaded via SD card as needed. Once a sequence is created and active, all the operator has to do is press and hold the headland button to activate the sequence. A beep sounds at the completion of the sequence. Pressing and releasing the button advances only one step in the sequence. This button is conveniently located on the right-hand armrest.

Valves

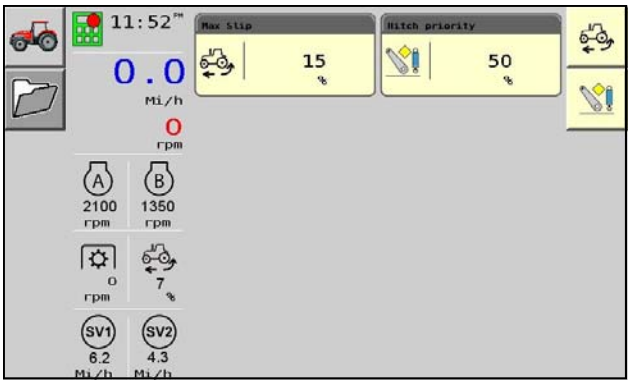


Each hydraulic valve may be controlled individually. Time and flow control may be set for each specific valve. Time can be set for constant flow or up to 60 seconds. Float can be active or locked out. The flow for each valve can be varied between 0% and 100% for each direction (+ or -).

Note: If all valves are set at 100% each valve will only receive a portion of the 46 gpm produced by the tractor if all valves are operated at once.

Hitch

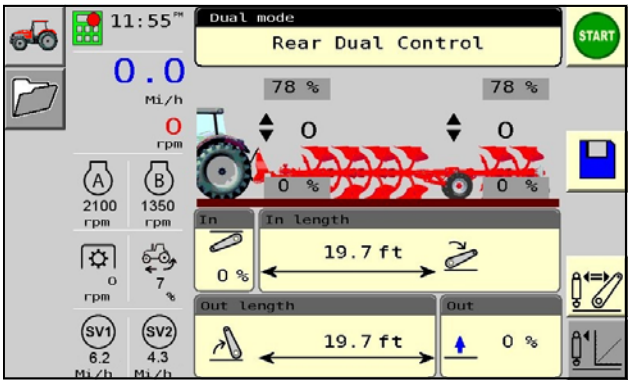
Settings for the 3-point hitch are maintained in the terminal. The operator may set hydraulic flow priority between the hitch and valves, as well as maximum percentage wheel slip.



Dual Control

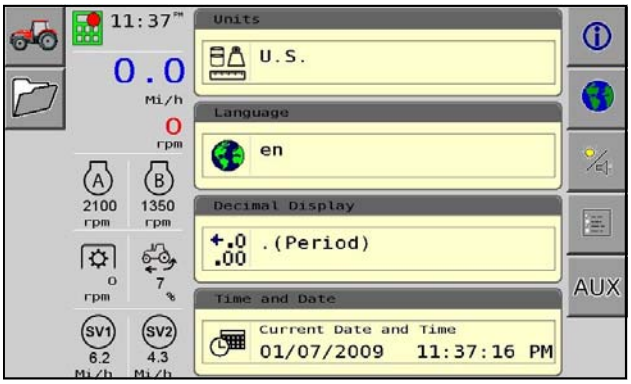
Dual control allows operators to raise and lower front and rear implements at the same point in the field automatically.

Trailed implement control (TIC) is also incorporated into the dual control screen.



Settings

CCD settings can be customized to the operator's preference. The operator can set sound and brightness levels, units of measure, language, decimal display, and date and time. The operator can also set the display to view one or two ISOBUS implements.



Data Logging

The CCD allows users to save important data two ways: USB thumb drive or SD card. Users are able to save implement widths for specific jobs, as well as instant and average memory data.

OPERATOR ENVIRONMENT

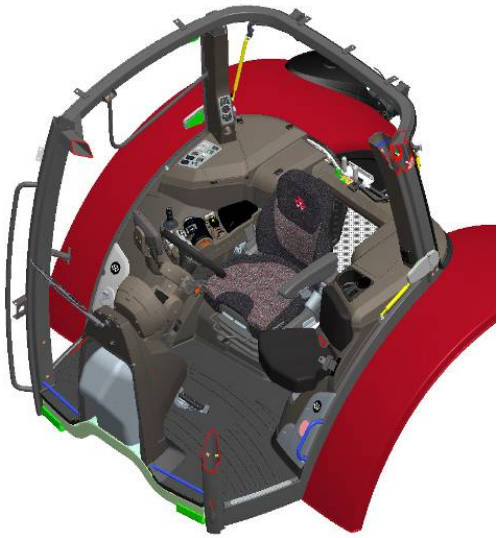
The Panorama cab is an entirely new design with four posts. The design brings the highest level of comfort and technology. With this design, the total interior cab space is increased by 28 percent over previous models. Combined with a number of innovative and advanced features, such as the 4-point cab suspension, Control Center ergonomics, Armrest, and Control Center Display (CCD), the new cab provides an exceptional environment in which to operate the tractor. The cab provides industry leading levels of noise reduction, visibility, space, and access.

The four post construction provides excellent visibility in all directions, with a single wide door and unobstructed flat floor providing excellent access. The width of the cab enables the provision of a wide armrest in conjunction with a wide angle of swivel. The rear window is curved for an excellent three quarter and rear view.

Front Console and Instrument Panel

The front console and dash feature a comprehensive range of gauges and warning lights. These gauges give the operator immediate, detailed information on tractor performance and operating conditions. The instrument panel features an analog gauge for engine rpm and digital gauges for coolant temperature, fuel level, oil pressure, and urea level, if equipped. A digital readout allows the operator to toggle between PTO speed, forward speed, engine rpm, and engine hours. A panel of warning and indicator lights is positioned across the top of the instrument panel. Transmission controls, turn signal controls, and windshield wiper/washer controls are located on either side of the steering wheel.

Cab Structure

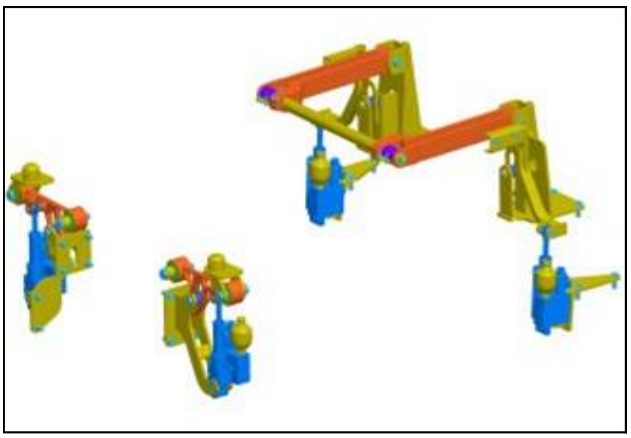


The new cab structure is a four post Roll Over Protective Structure (ROPS) certified cab. It features many deluxe accommodations including heater, air conditioning, front windshield wiper/washer, front sun visor, a cold storage box, and floor vents. These features provide the operator with an exceptionally comfortable cab for long days in the field.

Sound Level

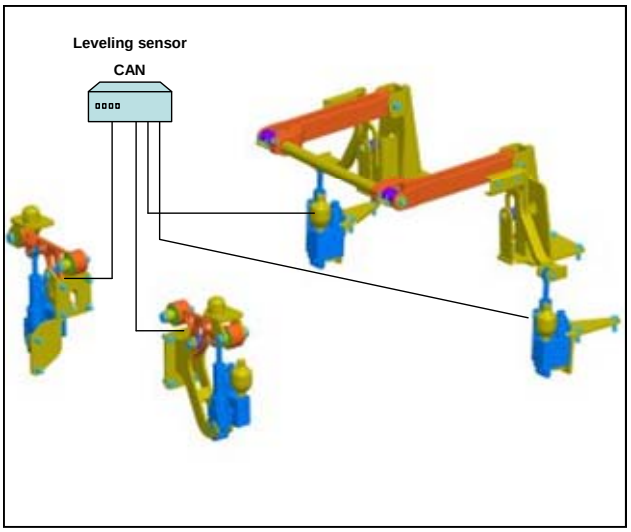
With the new cab design, the noise level within the cab has been reduced to an industry leading 71dB(A), making operation exceptionally quiet even when the tractor is working extremely hard. This reduces fatigue and keeps the operator more alert throughout the day.

Passive Cab Suspension (OptiRide)



There are four hydraulic dampers at each corner of the cab that mount to the chassis of the tractor. Each hydraulic damper has an accumulator that provides the suspension. Two sensors provide information to ensure that the cab is set up at an even level, relative to the tractor frame. At the rear, lateral movement is controlled by a torsion bar between the two rear mounting points. This suspension makes it easier on the operator when working on rough terrain, ultimately reducing operator fatigue after a long day.

Active Cab Suspension (OptiRide Plus)

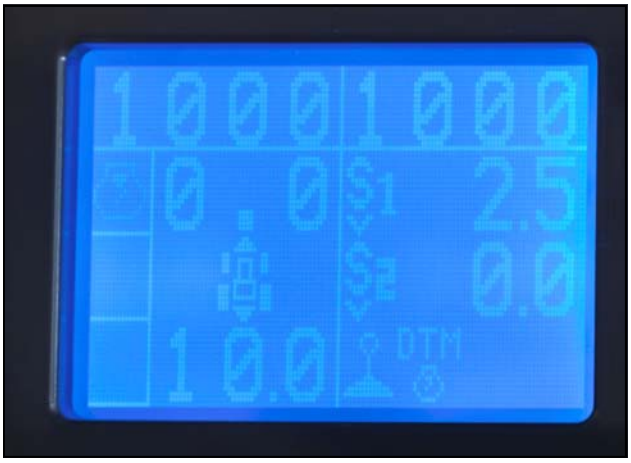


The active suspension allows the operator to set the level of dampening desired. This is done by a potentiometer in the cab. It is also possible to switch the system off if desired. The system automatically adjusts the dampening of the cab suspension depending on a variety of information sources. There are leveling sensors, two at the front and two at the rear of the cab, which give instantaneous rolling and pitching information. This information is processed by a central cab suspension control box, which then adjusts the dampening in each individual damper. This dynamic suspension provides an additional 25 percent improvement over the passive cab suspension, and gives the operator complete control, allowing the suspension to be tuned to the task at hand.

Adjustable Steps

The steps are adjustable. By removing a couple of bolts, the steps can be moved from a ladder position to a stair position. This allows the operator to move the steps out to make it an easier ascent into the cab, yet still move them in if there are any clearance issues.

Dash Control Center (DCC)

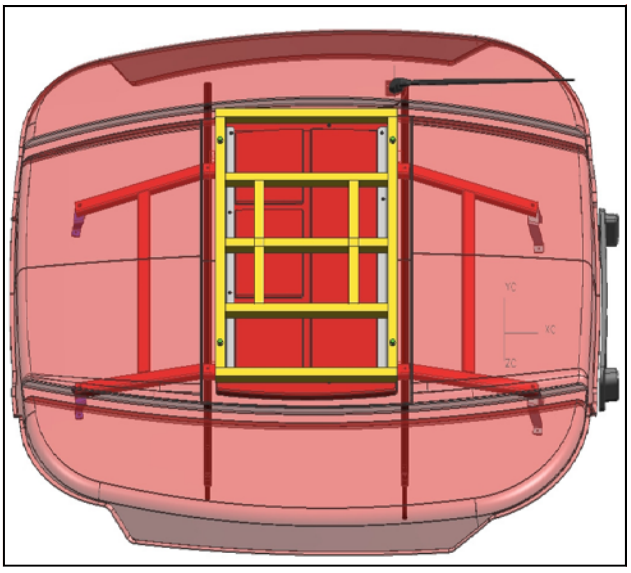


The DCC display is located on the bottom left-hand side of the dash. Simple touchpad controls for the DCC display are located to the right of the steering wheel. The touchpad allows the operator to scroll through the various screens and adjust the hydraulic functions, take off speed, and SV1 and SV2 ground speeds. The display provides an easy and convenient way for the operator to make simple adjustments for different tractor functions.

Cab Roof

The cab roof features easy to reach HVAC controls, radio access, air re-circulation, and an available cab roof hatch. The new cab design offers increased headroom and visibility. Also, it is designed to follow the form of other Massey Ferguson products, creating a family look for greater customer recognition.

Falling Object Protective Structure (FOPS)



For forestry work and other work that puts the tractor and operator at a greater risk for falling objects, such as branches and rocks, a Falling Object Protective Structure (FOPS) is available. The FOPS not only increases the operator's safety inside the cab, it also provides peace of mind.

Steering Column

A lever to the right side of the steering column allows the operator to adjust the position of the steering wheel. By pushing the lever down, the operator can change the tilt of the wheel. Pulling the lever up allows adjustment of the telescoping position of the steering wheel. This allows the operator to make adjustments to optimize comfort.

Turn Signal Lever

The turn signal incorporates not only the turn signal controls, but also allows the operator to adjust the front windshield wiper/washer and operate the horn. The driving light control is also located on the turn signal lever. The location and function of the turn signal lever makes it easy for operators to find and use, due to its similarity to car controls.

Cell Phone Holder

An integrated cell phone holder is located on the left side b-post, directly behind the instructor's seat. This allows for a secure location for the cell phone during tractor operation, without having to worry about losing or dropping the cell phone.

Standard Seat

The standard air-ride swivel seat features eight-way adjustment controls, adjustable armrest, headrest, and adjustable air suspension support. This provides a comfortable seat for the operator, even on long days.

Deluxe Seat

The deluxe seat incorporates all the features of the standard seat and more. The deluxe seat features a 4-inch wider seat cushion, greater adjustment options, air lumber and seat support, and electric heat. It also has upgraded padding. The added features of the deluxe seat allow the operator to adjust the seat for his or her own personal comfort and also for the work conditions at hand.

Evolution Seat

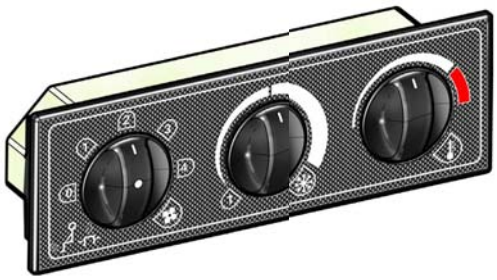
The Evolution seat incorporates all the features of the Deluxe seat and more, with greater adjustment options, lateral suspension, and semi-active air suspension. It also has upgraded padding and climate cushion to provide a smoother, more comfortable ride. The added features of the Evolution seat allow the operator to completely adjust the seat.

Instructor's Seat

The instructor's seat provides an extra wide padded seat and a padded backrest to improve comfort. When the seat is not in use, it can be folded to a storage position to move it out of the way.

Climate Controls

The climate controls offer fan speed selection, air conditioning control, and a thermostat. Adjustments are simple and allow for a wide range of ambient temperatures for operator comfort.

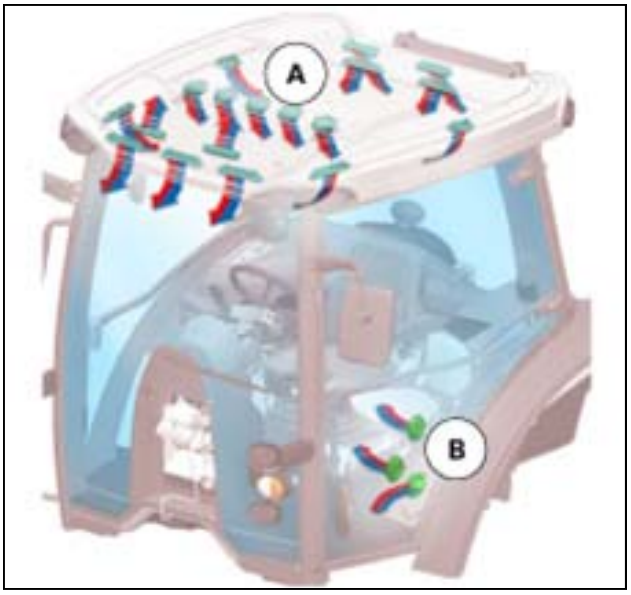


Auto Climate Control

A digital thermostat adjustment is available for the cab climate control system. The digital readout allows the operator to select a specific temperature. The HVAC system can automatically adjust the fan and temperature controls to reach and maintain the desired temperature. The thermostat is adjustable to read within +/- 0.5 degrees. In addition, the internal memory allows the system to remember your desired temperature at start-up. This allows the operator to set a desired temperature and then not have to keep adjusting the controls to keep the cab comfortable.

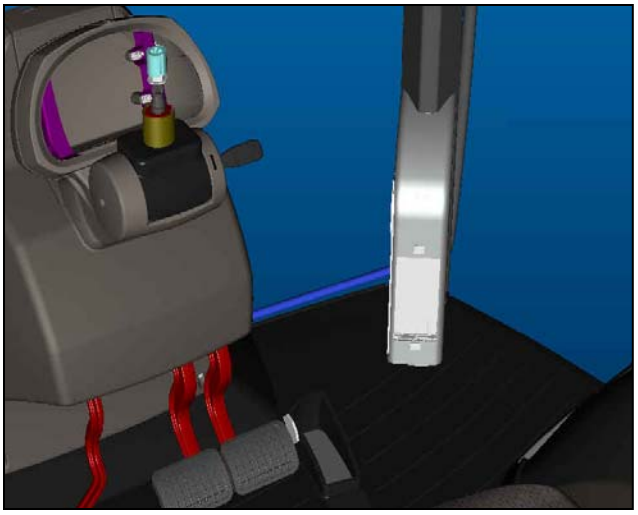
Floor Vents

Along with a number of different vents in the roof [A], the tractor can be equipped with floor vents [B] located beneath the instructor's seat. This provides positive air movement to the floor area, increasing operator comfort during even the most severe cold and hot weather operations.



Floor Heater

An additional heater can be added onto the bottom of the right-hand A post. The heater helps heat up the cab more quickly and maintain a warm temperature. Its low placement maximizes the circulation of the warm air.



Storage Tray

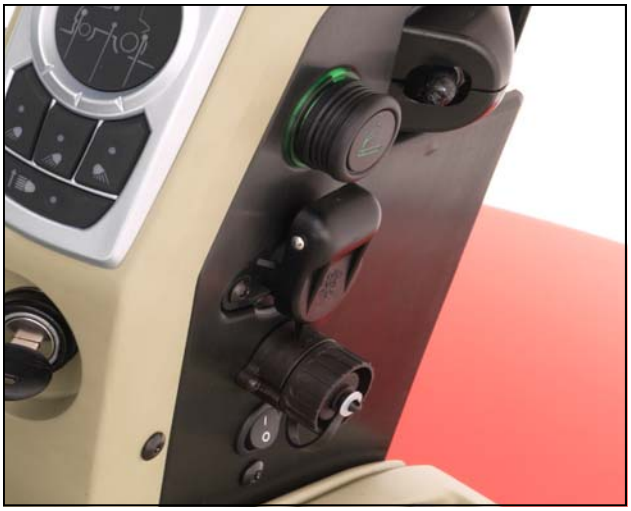
A large storage tray is located under a convenient cover directly behind the instructor's seat. The tray provides ample storage for important field items with secure storage, even over rough terrain.

Temperature Controlled Storage

This storage is located under the storage tray. It is temperature controlled by the HVAC system. When the A/C is on, the storage will be cooled; when the heater is on, it will be warmed. This is great for keeping drinks cool during hot weather and keeping drinks warm during cold weather. The storage provides a convenient place for the operator to keep drinks without the extra bulk of a cooler.

Accessory Outlets

Two accessory sockets are found on the right side b-pillar. One outlet is a cigarette lighter, while the other is a three-spade 12v socket. There is also an on/off switch for the 12v socket. An ISO 11786 socket is also in place. The outlets let the operator use various electronic devices, including a charger for a cell phone or a power cord for a laptop.



Pre-wired Audio System

The installation of a radio or music player is easy with all the wiring, antenna, and speakers already being in place. The radio is not included and must be purchased through parts. See your parts marketing catalog for available radio options.

Courtesy Light

The courtesy light automatically turns on when the door is open and then dims when the door is closed. This feature makes it easy for the operator to get in and out of the tractor in low light conditions. Also, it can be manually turned on if the operator needs to find something in the cab in low light conditions.

Right Armrest

The right-hand armrest contains some of the most commonly used controls. It is attached to the air-ride seat so the operator does not have to reach. Items grouped on the armrest include speed control, one-touch headland management, 3-point hitch lower/lift, depth control, remote valve controls, cruise control, and PTO activation. With the commonly used controls being on the armrest, the operator no longer has to keep reaching across to the right-hand console. Also, it removes controls from behind the operator, increasing the overall ergonomics of the cab. Operators will enjoy having the controls in an easy to use location.

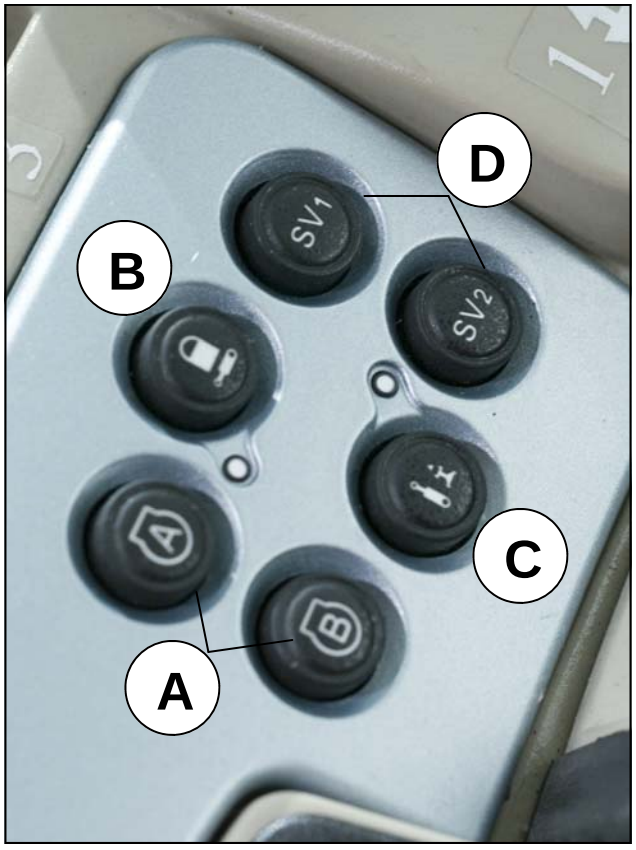
Engine/Hydraulics/SV Buttons

Preset Engine Speeds [A]
The operator can set two preset engine speeds. Engine speeds can be adjusted in increments of 10 rpm. This enables the operator to select a predetermined engine speed at the push of a button. Both the DCC display and the Control Center Display show the operator what the two presets are set to.

Hydraulic Activation [B]
When driving down the road, or in a position where hydraulic operation is not wanted, a hydraulic activation switch is located on the right-hand armrest. When the hydraulics are deactivated, all hydraulic remote valve functions and 3-point hitch functions become non-operational. This is a safety feature that prevents an operator from accidentally operating hydraulic functions in dangerous conditions.

Front/Rear Spool Valve Selection [C]
This button allows the operator to divert hydraulic oil from the rear remotes to the front remotes. If equipped, when pressed, a diverter valve dictates which set of remotes to send pressure to.

Cruise Speeds [D]
There are two adjustable cruise speeds. The cruise speeds can be engaged when the rpm is above 1,400 by pressing the corresponding button.



Right-Hand Console

The right-hand control console contains logically grouped tractor controls that are not included in the armrest. Operators will find that the dials and switches are grouped according to function for ease of location and use. The ergonomic design creates a comfortable area, reducing the amount of fatigue associated with repetitive functions.

The panel above can contain the on/off switch for hazard warning lights, main lights, front axle engagement, differential lock, rear view mirror defrost, SpeedSteer, cab suspension, and front axle activation. These are controls that may be needed as the conditions change, for example day turning into night or going from the field to a road. Since these controls are not in constant use, they are set to the side but still within easy reach of the operator.

Less frequently used controls are placed in an enclosure with a folding lid to prevent accidental operation, while still conveniently located to the right of the operator. The PTO speeds, 3-Point Hitch settings, Cab and Front Axles Suspension settings, SpeedSteer Settings, and front linkage settings can be found here. These are controls that are normally set at the beginning of the job. The enclosure ensures that they are not bumped or changed inadvertently.

Control Center Display (CCD)

The CCD is an interactive display with a color screen. It allows the operator to access different tractor information, as well as adjust many of the tractor functions on the go. It uses a large 7-inch color LCD display with 15 function push buttons and a rotary knob selector. An operator can scroll through different menus to select the various functions of the tractor for monitoring or adjustment. Large icons, colored images, and graphical data displays help the user recognize and understand the information that is shown.

CCD Access Controls

Along with the push buttons and rotary knob on the CCD the Access Controls allow for navigation within easy reach of the operator. It is conveniently located on the right-hand armrest. This allows the operator to navigate through the CCD without having to reach forward.

Hand Throttle

The hand throttle allows the operator to vary the engine speed and to maintain a constant speed. To do this, simply push or pull the lever to select a speed. The lever remains in this position to maintain the selected engine speed. Its location on the armrest places the hand throttle within fingertip reach of the operator; no longer is it necessary to reach to the right-hand console to control the throttle.

T-Handle Control

Controlling the CVT transmission is simple. The T-Handle Control can be used to increase or decrease speeds as needed. The handle is a common look among other models to increase control recognition. The convenient location on the armrest puts it within easy access of the operator.

Joystick Hydraulic Control

The joystick is conveniently located on the right-hand armrest. It controls two spool valves, often used for loader lift/lower and tilt controls. It is also capable of operating third function if equipped.

Fingertip Hydraulic Controls

With the joystick and the fingertip spool valve controls, up to six spool valves can be controlled. By pressing the button on the tip of the controls, the operator can push the fingertip controls all the way forward and into the float position. Their location on the armrest gives the operator easy access to the controls. Also, fingertip controls mean that the operator can more quickly switch among the valve controls.

Mirror Defrost

The external mirror defrost increases operational efficiency by allowing quicker starts without scraping ice off mirrors on cold mornings. In addition, mirror defrost eliminates frequent stops to clean mirrors while operating in winter conditions.

Cab Suspension Switch

The cab suspension can be turned off and on using a rocket switch located on the right-hand console. Coupled with the cab suspension potentiometer, this gives the operator complete control of the cab suspension.

Cab Suspension Dial

The cab suspension dial allows the operator to determine the level of dampening. This, coupled with the cab suspension rocker switch, gives the operator complete control over the cab suspension system.

Electric Mirror Adjustment

With a design similar to most modern cars, the operator can quickly adjust the external mirrors. This saves valuable time when changing implements or moving between field and road operations. The mirror face features four position adjustments. The telescoping action of the mirror is not electronically adjustable.

SERVICEABILITY

The ease of access and convenience for routine tractor maintenance has been improved with the introduction of the 8600 Series. A new single piece hood and easily removable side panels expose the entire engine compartment and give the 8600 Series a congruent family look and feel. The engine air filter has been relocated to the front, allowing operators unobstructed access. The cooling package has been redesigned, which allows for easier cleaning of the radiator, oil cooler, and air conditioning evaporator.

Access to daily service items, such as engine oil level check, engine oil fill, and fuel filter drain, can be accomplished without removal of the side panels or raising the hood. Other service points, such as transmission oil and hydraulic oil, can be easily accessed at the back or right side of the tractor. Massey Ferguson 8600 Series tractors also feature ground level fueling.

Two external cab air filters located on each side of the cab roof feature an easy access hatch, making removal for cleaning easier. The battery box has been incorporated into the right side step and features easy battery service access, as well as a locking lid.

Finally, the incorporation of a weatherproof toolbox into the fuel tank allows the operator a location to carry tools outside the tractor, complete with a lock to keep tools and parts secure.

Single Piece Hood

The simple design of the single piece hood provides operators with fast access to service areas. The raised hood provides access to greasing points for the front axle, and inspection of the engine air filter, and the cooling package and other service items. Even greater access can be obtained by removing the side panels.

Side Panels

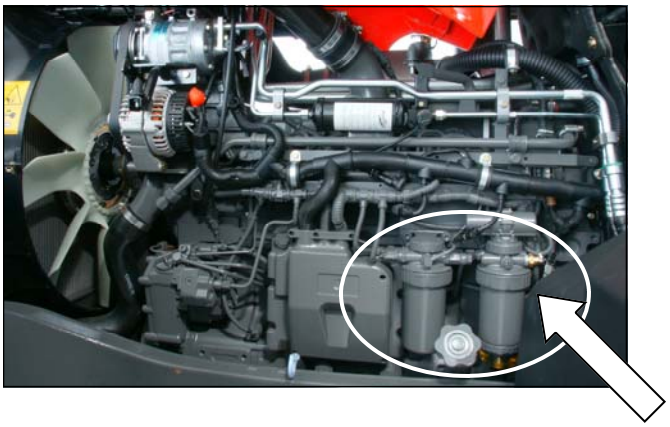
Hood panels are easily removed by gently pulling and lifting the away from them tractor. The result is open and unobstructed access to routine maintenance points.

Engine Air Filter

The engine air filter has been relocated in front of the cooling package and is easily accessed and serviced without any tools.

Fuel Filters

The engine uses two fuel filters located on the cool side of the engine. This system allows for longer filter life and reduced maintenance costs.



Ground Level Fueling

The fuel tank can be filled from the left side of the cab or entry step area while standing at ground level. The fill neck on the tank is oversized to allow for proper tank venting and to prevent back-splash.

DEF Tank/Usage (if equipped)

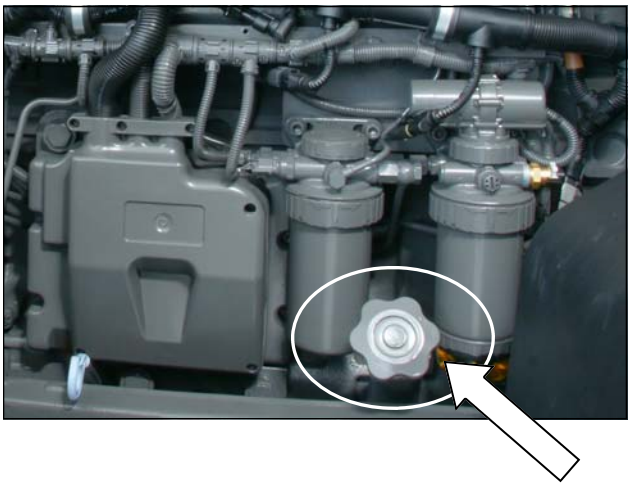
If the unit is equipped with e3 technology, the DEF fill tank will be located to the left of the fuel tank fill. The DEF fill tank is designated by a blue fill cap and may also be filled from ground level. DEF is a liquid injection used to treat exhaust gases to achieve Tier IIIb emissions requirements.

Hydraulic Oil Fill

The hydraulic oil fill has been relocated on the 8600 Series to the right side of the tractor. The hydraulic oil fill is located under the locking battery box lid. This feature offers the operator convenience and security.

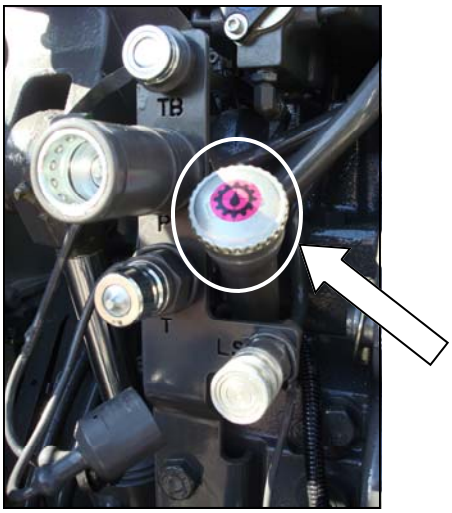
Engine Oil Fill

The engine oil fill is located on the left side of the engine compartment. Remove the left side panel to access the fill cap. The new location makes service more convenient for the operator.



CVT Oil Fill

Transmission oil fill is located at the rear of the tractor. This location ensures separation from hydraulic oil. This fill is also easily accessed from ground level.

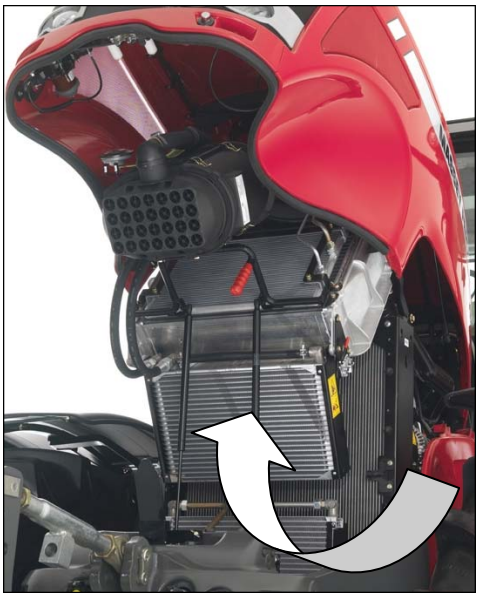


Washer Fluid Fill

The windshield washer fluid reservoir is located on the right side of the cab steps and can be easily accessed from ground level.

Folding Cooling Package

The folding cooling package provides quick access for cleaning and allows greater access to clean radiator obstructions.



Cab Air Filter Access

A convenient hatch located on the left and right side of the cab roof provides quick access to the cab air filters. This location provides access to the filter from outside the operator area and eliminates contamination of the cab during removal.

Removable Toolbox

The plastic toolbox has been relocated and molded into the fuel tank. The new removable locking toolbox provides convenient, secure, weatherproof storage for tools and field supplies.

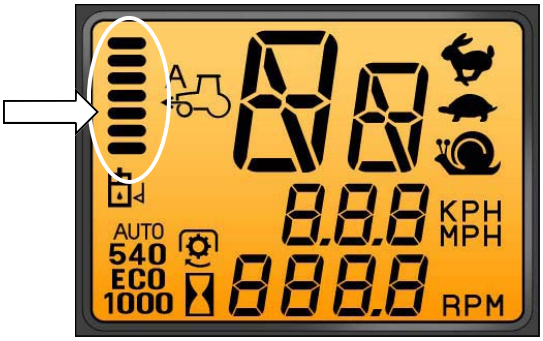
Battery Box Access

An easily removable locking panel provides quick access for battery maintenance.

Fluid Level Checks

Checking fluid levels is an important part of daily machine inspection and service. For operator convenience, the fluid level of vital machine parts has become easier.

Engine Oil:
The dipstick is located on the left side of the engine compartment and can be accessed from the ground without removing the left side panel.



Hydraulic Oil:
The level of hydraulic oil is checked by viewing the digital gauge in the Dash Control Center screen.

CVT Oil:
Transmission oil can be checked by removing fill cap and viewing the dipstick.

Engine Coolant:
Coolant level and quality can be checked by viewing the expansion tank located inside the engine compartment.

TIRES AND BALLASTING

Massey Ferguson 8600 Series tractors offer many different tire configurations from the factory, including singles and dual tires and wheels. Different tire sizes are also available to meet today's demanding markets. Agricultural tire construction is an exact science aimed at transferring as much wheel torque to the ground as possible. The tire carcass must be built to handle extreme conditions, both on and off road, and resist puncture and wear. The tread design must lay out in a fashion that puts as many tread bars on the ground as possible to provide traction and propel the tractor forward. Flexible side walls help cushion the ride over uneven terrain as well as create a large footprint for increased traction. Radial tires provide an improved ride and performance at any speed.

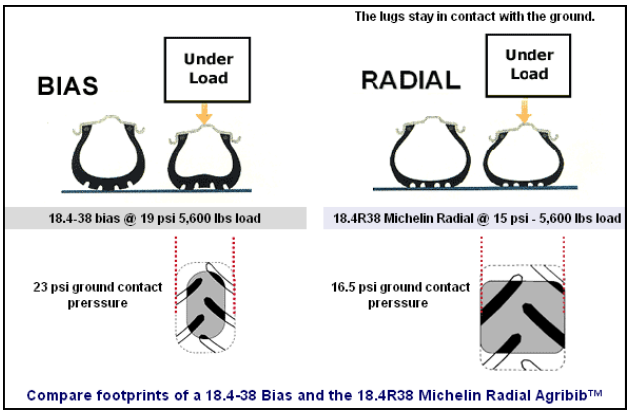
To have the tractor perform properly in the field, consideration must be given to the overall weight and balance of the tractor. Properly ballasting the tractor ensures that as much horsepower as possible is transferred through the tires to the ground for superior traction and pulling performance. Various types of weights, from suitcase weights to wheel weights, allow a customer to ballast the machine up to its maximum allowable weight. It is always recommended to use cast weights over fluid ballasting. Using fluid greatly impedes the braking power of the tractor due to is movement within the tires. Also, there is a greater chance of corrosion to the wheel. Using cast weights maintains the overall integrity of the tractor because both the tractor and the weights are specifically designed to work together.

Michelin

Michelin provides a wide range of tire sizes to meet almost any application. From narrow row crop tires to high capacity flotation tires, Michelin has the tires to meet any needs. The taller R1W lug design on the Michelin tire provides continuous gripping power as the tire wears. In addition, a greater sidewall flexing zone allows the tire to put more tread on the ground. This larger footprint increases flotation and provides greater traction. Finally, Michelin tires are approved for use above 25 mph, even under full load.

Radial Design

All Michelin Ag tires are a radial design. The advantages of a radial tire over a bias ply tire is the ability to put a larger and more consistent footprint on the ground. Most bias ply tires have an oval shape footprint, while radial tires have a rectangular footprint.

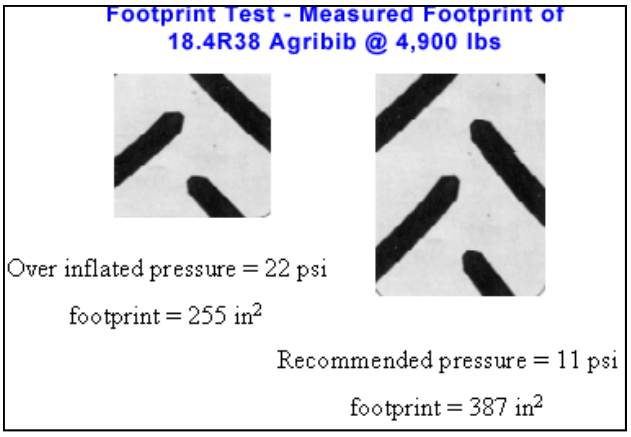

The lugs stay in contact with the ground.
BIAS
Under Load
RADIAL
Under Load
18.4-38 bias @ 19 psi 5,600 lbs load
18.4R38 Michelin Radial @ 15 psi - 5,600 lbs load
23 psi ground contact prerssure
16.5 psi ground contact prerssure
Compare footprints of a 18.4-38 Bias and the 18.4R38 Michelin Radial Agribib™

Lug Depth

The tread type for a Michelin Agribib tire is commonly referred to as R1-W. These tires have a taller lug than the R1 tires. Michelin has designed a sharp vertical lug for the Agribib. This allows the tire to maintain traction even when the tire has only 30% of the tread left. This translates to higher production over a longer life than competitive tires.

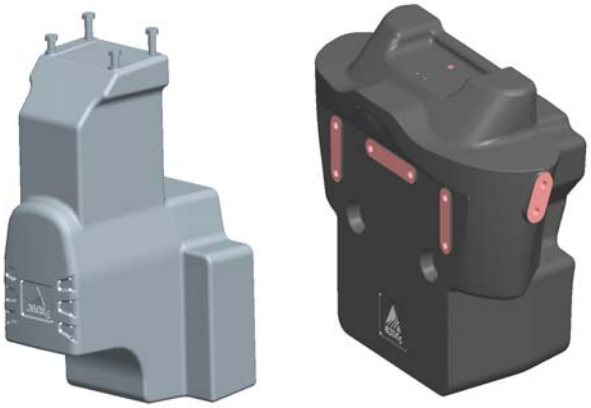
Tire Pressure

Michelin radial Ag tires are designed to be operated at air pressures lower than previous tires. These lower pressures allow the footprint of the tire to lengthen, providing more traction and less compaction. Often when a Michelin tire is properly inflated, it may appear low or flat. It is important to review the tire's inflation chart from Michelin to determine the proper air pressure.


Footprint Test - Measured Footprint of
18.4R38 Agribib @ 4,900 lbs
Over inflated pressure = 22 psi
footprint = 255 in2
Recommended pressure = 11 psi
footprint = 387 in2

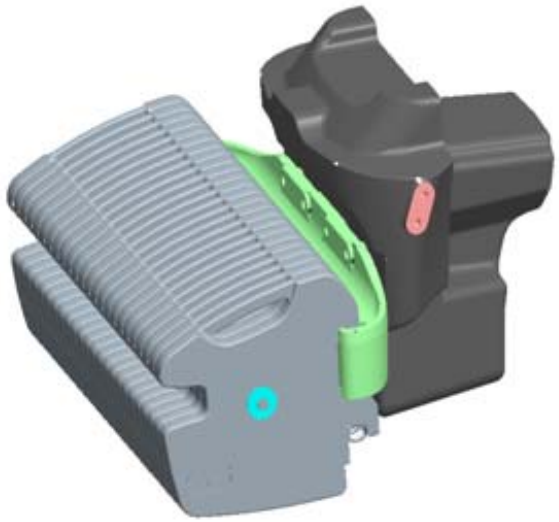
Belly Weights

Using belly weights on the tractor increases traction by putting more weight on the front wheels. It also helps bring the center of gravity forward. There are two belly weights available: a 794lb weight for use in conjunction with the front linkage and a 1,874lb weight that can be used when the front linkage is not equipped.

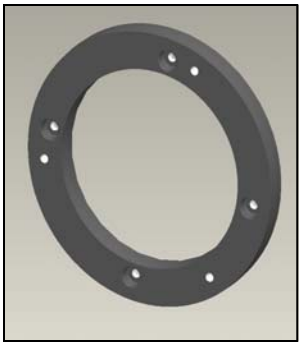


Suitcase Weights

To increase the overall weight of the tractor, a front weight bracket and suitcase weights can be installed on the nose of the tractor. Each suitcase weight weighs 121 lbs, and up to 24 weights can be secured on to the weight bracket. Suitcase weights provide ballast, and because of their far forward location on the tractor, the suitcase weights also help to move the center of gravity forward, improving balance.



Wheel Weights



A 551lb weight is available, with a 77lb adaptor for steel wheels. Each wheel weight bolts to the inside or outside of the wheel rim. The number of wheel weights per axle depends on the wheel and tire configuration. Wheel weights are highly recommended because of their location. Wheel weights do not transfer their load through the tractor frame, but instead put all of their weight directly to the ground.

SPECIFICATIONS
MASSEY FERGUSON® 8600 SERIES

Tractor Model	8650	8660	8670	8680
Engine Performance				
PTO hp @ 2200 Rated Engine rpm	205	225	250	275
ISO Engine hp @ 2200 Rated Engine rpm	240	265	290	320
Maximum ISO Engine hp @ 2000 Engine rpm	270	295	320	350

Engine	
Rated Speed (rpm)	2200
Maximum Torque Rise	54%
Maximum Power Bulge	15%
Type - Standard	AGCO SISU Power™ with e³ Technology
- Optional	AGCO SISU Power with iEGR
Number of Cylinders	6
Aspiration	Turbocharged and Air-to-air Aftercooled
Type of Cooling	Liquid Cooling
Displacement Liters (CID)	8.4 (514)
Compression Ratio	16.7 : 1
Fuel Injection System	Bosch High Pressure Common Rail, Electronic Injectors with Variable Injection Timing and Duration
Fuel	Diesel
Fuel Filter	Replaceable Filter - 30µ Prefilter - 5µ Main Filter
Lubrification System	Gear Pump at Bottom of Timing Gear
Oil Filter	Single, Spin On
Starting Aid	Thermostart

Electrical System	
Battery	12V (X2)
Alternator	240 Amps
ISO BUS Connector	50 Amps

Transmission	
Type	Dyna-VT with Dynamic Tractor Management (DTM)
Clutches	None
Field Speed Range	0.02 - 17 mph Forward and 0.02 - 10 mph Reverse (0.03 - 28 km/h Forward and 0.03 - 16 km/h Reverse)
Road Speed Range	0.02 - 25 mph Forward and 0.02 - 24 mph Reverse (0.03 - 40 km/h Forward and 0.03 - 38 km/h Reverse)
Road Speed Range - Optional 50 kph	Optional - 0.02 - 30 mph Forward and 0.02 - 24 mph Reverse (0.03 - 50 km/h Forward and 0.03 - 38 km/h Reverse)
Forward Speeds	Infinite
Cruise Control Speeds	2

Brakes and Final Drives	
Type of Final Drives	Inboard Planetary
Type of Brakes	Wet Disc
Brake Actuation	Hydraulic
Trailer Brake	Optional Pneumatic or Hydraulic

Rear Axle	
4.33 x 118 in. (110 x 2999 mm) Long Axle	Standard
4.33 x 118 in. (110 x 2999 mm) Long Axle with Dual Wheel Provision	Optional
4.33 x 118 in. (110 x 2999 mm) Long Axle with Dual Wheel Provision and Spacers	Optional
4.33 x 105 in (110 x 2550 mm) Short Axle	Optional
4.33 x 105 in (110 x 2550 mm) Short Axle with Dual Wheel Provision and Spacers	Optional
Differential Lock - Full-locking, Electro-hydraulic	Standard

Front Axle	
2 Wheel Drive	N/A
4 Wheel Drive Differential Lock	Full-locking, Electro-hydraulic Standard
4 Wheel Drive Engagement	Electro-hydraulic
4 Wheel Drive Maximum Steering Angle	55°
Quadlink Front Axle Suspension	Optional
Quadlink Differential Lock	Standard - Full-locking, Electro-hydraulic
Front Axle Lead Ratio	1.331

Hydraulics	
System Type	Closed Center Load Sensing (CCLS)
Total Flow Rate - US Standard Gallon (L)	46 (175)
Maximum Pressure PSI (Bar)	2,900 (200)
Available Flow Rate Per Spool Valves gpm (L/min)	26.4 (100)
Remotes - Standard	2 Fingertip Spool Valves and 2 Joystick Spool Valves
Remotes - Optional	Up to 4 Fingertip Spool Valves and 2 Joystick Spool Valves
Hydraulic Couplers	Decompression Couplers with Connect/Disconnect Under Pressure Function
Coupler Size	ISO 1/2"

Steering Wheel	
Steering Wheel	Tilt and Telescopic
SpeedSteer	Standard

3-point Hitch - Rear	
Category 3	Standard
Category 4 (only with 20 Spline Shaft)	Optional
Stabilizers	Sway Block
Maximum Lift Capacity at Frame lbs (kg) - Through Full Stroke	22,760 (10,323)
Quick Hitch	Optional
Hydraulic Top Link	Optional

3-point Hitch - Front - Optional	
Category 3	Standard
Integrated Front Hitch	Standard with Front 3-point Hitch
Maximum Lift Capacity At Link End lbs (kg)	11,000 (5,000)

Drawbar	
Category 3 with Drop Pin	Standard
Category 3 Heavy Duty with Drop Pin	Optional
Category 4 with Drop Pin	Optional

PTO	
Speeds - Standard rpm	1000
Engagement	Electro-hydraulic
Economy (1000E/1000)	Optional
Shaft Diameter in (mm)	1 3/4 in (45 mm) Shaft, 20 spline
Engine Speed if PTO at 1000 rpm	1970
Engine Speed if PTO at 1000E rpm	1605

Operator Area	
Cab Glass Area ft² (m²)	67.3 (6.22)
Noise Level dB(A)	71
OptiRide Hydraulic Suspended Cab	Standard
OptiRide Plus Hydraulic Suspended Cab	Optional
Operator Seat - Air Suspension	Standard
Deluxe Operator Seat	Optional
Transmission Control(s)	Right Console/Armrest
Forward Control(s)	Left-hand Control
Cab Doors (2)	Standard
Control Center Display	Optional

Guidance System	
AUTO-GUIDE² with Control Center Display	Optional

Capacity	
Fuel Tank Capacity US Gallon (L) with e³ Technology	155.9 (590)
Fuel Tank Capacity US Gallon (L) with iEGR	182.3 (690)
DEF Usable Tank Capacity US Gallon (L)	7.9 (30)
Hydraulic Reservoir Capacity Gallon (L)	29 (110)

Dimensions & Weight*	
Wheelbase in (mm)	122 (3,100)
Overall Length in (mm)	215.7 (5480)
Maximum Height Over Cab in (mm)	141 (3,584)
Approx. Shipping Weight lbs (kg)	24,250 (11,000)
Max. Allowable Weight lbs (kg)	33,070 (15,000)

* All dimensions measured with Dual 520/85R46 rear tires and 480/70R34 front tires

AGCO® Corporation has a company policy of continuous improvement; therefore, specifications are subject to change without notice.

12V Outlets 260-5
31 mph Configuration 220-10
3-Point Hitch / PTO / Drawbar 240-1
3-Point Hitch Lift/Lower Switch 240-2
55 Degree steering angle 230-7
7-pin trailer plug 260-3
Accessory Sockets 280-10
Active Transport Control (Suspension) 240-5
Air Filter 290-2
Air Intake System 210-3
Alternator(s) 260-2
Armrest 280-11
Audio System 280-10
Autoguide 230-10
Automatic 4-wheel Braking 230-6
Automatic Mode 240-5
Batteries 260-2
Battery Access 290-5
Belly Weight 295-3
Block 210-8
Cab 280-1
Cab Filters 290-5
Cab Sound Level 280-3
Cab Structure 280-3
Cab Suspension - Passive 280-3
Cab Suspension - Semi-Active 280-4
Cab Suspension Mode 280-16
Cab Suspension Settings 280-16
Catalytic Converter 210-7
Cell Phone Holder 280-6
Center Casting 230-2
Climate Control 280-8
Closed Center System 250-2
Clutch Function (Inching Pedal) 220-5
Connecting Rods 210-9
Control Center Display 280-14
Control Center Display 270-1
Control Center Display - Settings 270-5
Control Center Display Access Controls 280-14
Coolant Level 290-6
Cooling Fan 210-4
Cooling Package 290-4

Cooling System 210-3
Courtesy Light 280-10
Cross Shaft 240-4
CVT 220-2
CVT - Ease of Operation 220-6
CVT - Fewer Parts (7 cut gears) 220-5
CVT Bearings 220-5
CVT Efficiency 220-4
CVT Oil 220-6
CVT Oil Fill 290-4
CVT Oil Level 290-6
Dash Control Center (DCC) 280-5
Data Logging 270-5
DEF (Urea) 210-5
DEF Injection 210-6
DEF Tank 210-6
DEF Tank Heater 210-6
Draft Sensing 240-5
Drawbar 240-11
Driving Lights 260-3
Dynamic Tractor Management (DTM) 220-4
e^3 Tank/Usage 290-3
Economy PTO 240-10
Economy Road Speed 220-7
EEM2 210-4
ELC Controls 240-5
Electric Mirror Adjustment 280-17
Electrical 260-1
Electronic Serial Number 210-11
Electronic Valves 250-2
Engine 210-1
Engine [Underspeed] Supervisor 220-9
Engine Oil 290-6
Engine Oil Fill 290-3
Engine Serial Plate 210-7
Engine/Hydraulic/SV Buttons 280-12
Exhaust 210-4
External Hitch Controls 240-4
Extremity Lighting 260-4
Factory Loader Mounts 230-2
Filters and Feed Pump 210-10
Final Drives 230-8

Fingertip Hydraulic Controls 280-15
Flashing Beacon 260-4
Floor Heater 280-9
Floor Vents 280-8
Fluid Level Checks 290-6
FOPS (Falling Object Protective Structure) 280-5
Frame and Axles 230-1
Front 3-Point Hitch 240-6
Front Axle Suspension 230-8
Front Cast Frame/Rails 230-2
Front Dash 280-2
Front Hitch Single/Double Acting Control 240-7
Front Hitch Stowed Position 270-7
Front Hitch Suspension 240-7
Front Hydraulic Remotes 250-2
Front PTO 240-10
Front Suspension Dial 230-9
Front Suspension On/Off Switch 230-8
Fuel Fill 290-2
Fuel Filters 290-2
Fuel Injectors 210-10
Fuel Pump 210-10
Fuse Panel 260-6
Ground Level Disengage 240-11
Hand Throttle 280-14
Headland Management Activation 270-4
Heads 210-8
Heavy Duty Trumpet Assembly 230-3
High Pressure Common Rail 210-9
Hitch Position Control 240-2
Hood 290-1
Hydraulic Oil Level (Sight and Digital) 290-6
Hydraulic Couplers 250-3
Hydraulic Fill 290-3
Hydraulic Oil Reservoir 220-6
Hydraulic Priority 250-4
Hydraulic Trailer Brakes 230-5
Hydraulics 250-1
iEGR 210-5
Intake Heater 210-3
ISOBUS Cab outlets 260-6
Joystick Hydraulic Control 280-15

Lift Arms 240-3
Lift cylinders 240-2
Lift height 240-5
Lighting Touchpad 260-4
Link Ends 240-3
Lower Speed 240-5
Lug Depth 295-2
Main Power Disconnect 260-3
Michelin 295-2
Mid-liner Supports 210-9
Mirror Defrost 280-16
Park Lock 230-4
Pedal Modes 220-9
PFA Activation 230-6
Pivoting Front Fenders 230-9
Pneumatic Trailer Brakes 230-5
Power Beyond Distribution Block 250-3
Powered Front Axles 230-5
Pre-set Shuttle Speeds 220-7
Pressure Relief Levers 250-3
PTO 240-8
PTO Activation 240-9
PTO Mode 220-10
PTO Shaft 240-10
PTO Speed Selection Buttons 240-9
Quick Hitch 240-4
Radar 260-6
Radial Design 295-2
Rear Axle 230-3
Rear Differential Lock 230-4
Rear Wet Disc Brakes 230-4
Right-Hand Console 280-13
Roof Design 280-5
SCR Technology 210-5
Screen - DTM 270-2
Screen - Dual Control 270-5
Screen - Efficiency 270-4
Screen - Headland Management 270-4
Screen - Hitch 270-5
Screen - Memory Average 270-3
Screen - Memory Instant 270-3
Screen - Pointes 270-3

Screen - Transmission A/B Settings 270-2
Screen - Valves 270-4
Seats 280-7
Separate Reduction Units 230-3
Serviceability 290-1
Shielded Center Line Drive 230-7
Shuttle/Pedal/SV Delay 220-8
Side Panels 290-1
Single Electronic Actuator 220-4
Single Pin Frame Mount 230-6
Slip Control 240-6
Speed Display 240-11
Speed Ranges 220-6
SpeedSteer 230-9
SpeedSteer Dial 230-10
Starter 260-2
Steering Cylinder and Pump 230-7
Steps 280-4
Storage Tray 280-9
Suitcase Weights 295-3
Sv1 and Sv1 220-7
Sway Blocks 240-4
Temperature Controlled Storage 280-9
T-Handle Control with Range Shift 280-15
TIC Port 260-7
Tilt/Telescopic Steering Column 280-6
Tire Pressures 295-3
Tires and Ballasting 295-1
Toolbox 290-5
Top Link 240-3
Transmission 220-1
Transport Lock 240-5
Transport Mode 220-10
Turbo Clutch 220-8
Turn Signal Lever 280-6
Valve Covers 210-8
Washer Fluid Fill 290-4
Wheel Weights 295-4
Work Lights 260-5
Work Screen 270-2